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2000

URBAN
MUNICIPAL

AGENDAS/MINUTES
TRANSPORT AND ENVIRONMENT
COMMITTEE

JAN. 17, 2000 ...

2000



AGENDA

CITY OF HAMILTON Transport and Environment Committee

Monday, January 17, 2000
9:30 a.m.
Room 233, Hamilton City Hall
71 Main Street West, Hamilton

URBAN MUNICIPAL

JAN 17 2000

GOVERNMENT DOCUMENTS

Carolyn Biggs
Legislative Assistant

CALL TO ORDER

1. DECLARATIONS OF INTEREST

2. ADOPTION OF MINUTES

- 2.1 December 6, 1999
- 2.2 December 14, 1999

The Urban Municipal Collection
2nd Floor
Hamilton Public Library

3. DELEGATIONS (9:30 a.m.)

- 3.1 Proposed Expansion of Canadian Pacific Railway Operations – Longwood Road South and Aberdeen Avenue, Hamilton
- 3.2a) Ms. J. Galasso re: Parking on the north side of Barton Street West, between Magill Street and Greig Street
- 3.2b) Barton Street West, between Magill Street and Greig Street – Parking Regulations (PWT00009)

4. REFERRALS FROM CITY COUNCIL

- 4.1 Referral of Projects

5. Churchill Avenue and Upper James Street – School Crossing Guard (PWT00007)

6. Belmont Avenue and Cannon Street East – School Crossing Guard (PWT00006)

7. CONSENT ITEMS

- 7.1 Routine Amendments to the City Traffic By-law 89-72 – Transport and Environment Committee Meeting – January 17, 2000 (PWT00011)

1. 100 - 200

2. 200 - 300

3. 300 - 400

7.2 Contractual Parking Enforcement Services for 2000 (PWT00003)

7.3 That the following items previously distributed under separate cover, be received:

- a) Correspondence dated January 5, 2000 from Alderman M. Kiss to residents of Ward 1 respecting Canadian Pacific Expansion – Longwood/Aberdeen/403
(See Item 3.1)**
- b) Correspondence dated January 9, 2000 from Mr. R. Johnson, on behalf of Train-Residents' Action Committee (TRAC), respecting proposed changes to railway operations in the Aberdeen Yards**
- c) Interlocking Brick Sidewalks Adjacent to Copps Coliseum (PWT00012)**

8. OTHER BUSINESS

9. ADJOURNMENT

Monday, December 6, 1999
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman D. Wilson, Vice Chairman
Alderman T. Anderson
Alderman F. D'Amico
Alderman T. Jackson
Alderman M. Kiss
Alderman B. Morelli

Absent: Mayor R. Morrow
Alderman C. Collins – Regional Business
Alderman A. Horwath – City Business

Also Present: Alderman B. Charters
Alderman M. Caplan
Alderman R. Corsini
B. Price, Hamilton Safety Council
A. Leitch, Transportation, Operations and
Environment
C. Guthro, Public Works and Traffic
M. Hazell, Public Works and Traffic
B. Jansen, Community Planning and Development
A. Zuidema, Assistant Corporate Counsel
D. Adames, Corporate Communications
C. Biggs, Secretary

1. DELEGATIONS

Mr. Tom Anderson was in attendance to respond to questions of the Committee respecting his application to set up a vendor stand under the Copps Coliseum events sign at the southeast corner of York and Bay Streets.

Following the Committee's receipt of a brief update on this matter, the following recommendation was approved:

That Mr. Tom Anderson be granted permission to operate his street vendor cart at the southeast corner of York and Bay Streets, at a fee of \$2,200, and that HECFI be advised accordingly.

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The Minutes of the Transport and Environment Committee meeting held November 1st, 1999 were adopted as circulated to the Committee members.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

Parking Regulations

**(a) Routine Amendments to the City Traffic By-law 89-72
Transport and Environment Committee Meeting 1999 December 06
(PWT99083)**

The Committee was in receipt of a report dated November 22, 1999 from the Acting Director of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the requests for routine amendments listed herein be approved and that an appropriate by-law to amend the City Traffic By-law 89-72 be passed and enacted.

Miscellaneous

**(b) Fennell Avenue and Upper James Street – School Crossing Guard
Request (PWT99080)**

The Committee was in receipt of a report dated November 15, 1999 from the Acting Director of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a School Crossing Guard be assigned to the intersection of Fennell Avenue and Upper James Street during the morning and evening school crossing periods only, on a permanent basis.

**(c) Stone Church Road East and Upper Ottawa Street – School Crossing
Guard Request (PWT99075)**

The Committee was in receipt of a report dated October 28, 1999 from the Acting Director of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a School Crossing Guard be assigned to the intersection of Stone Church Road East and Upper Ottawa Street during the morning and evening school crossing periods only, on a permanent basis.

(d) Cannon Bus Route – Bus Stop Relocations (PWT99078)

The Committee was in receipt of a report dated November 9, 1999 from the Acting Director of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the following Hamilton Street Railway bus stop be relocated:

Route #3 Cannon

Delete - Westbound Roxborough Avenue, north side, 21 feet east of Adeline Avenue (N/S); and

Delete - Westbound Roxborough Avenue, north side, 25 feet east of Julian Avenue (N/S); and

Add - Westbound Roxborough Avenue, north side, 21 feet east of Ivon Avenue (N/S); and,

- (b) That the City Traffic By-law 89-72 be amended accordingly.

(e) Keep Hamilton Clean Committee – Appointment of New Members (PWT99076)

The Committee was in receipt of a report dated November 5, 1999 from the Acting Director of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the Keep Hamilton Clean Committee be allowed to recommend the appointment of a second "alternate" member for a term of up to three (3) years - such alternate would at all times have voice but vote only when a regular member is absent;
- (b) That the following citizens be appointed to the Keep Hamilton Clean Committee for a three (3) year term to expire 2002 December 31:

Raffaella Brugnano
Danielle Marchese
Kathy Vucic
Veronica Maliszewski

- (c) That the following citizen be appointed as an "alternate" member with a three (3) year term to expire on 2002 December 31:

Bill Patterson

(f) 1999 Servicing Expenditures Related to Subdivisions (PDC99149)

The Committee was in receipt of a report dated November 19, 1999 from the Acting Director of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreements with the Owners for the estimated costs of services in:

"PARKWAY MANOR – PHASE 1", Hamilton

City's share - NIL -, Owner's share \$ 311,048.00

"WENTWORTH COURT", Hamilton

City's share - NIL -, Owner's share \$ 36,984.00

"WENTWORTH COURT ADDITION", Hamilton

City's share - NIL -, Owner's share \$ 14,442.00

- (b) That the Mayor and Municipal Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owners of "Parkway Manor – Phase 1", Hamilton, "Wentworth Court, Hamilton and "Wentworth Court Addition", Hamilton as well as and any other related documents for these Subdivisions subject to the approval of the Corporate Counsel; and,
- (c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered; and,
- (d) In the event that the owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered the Owner should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.

City Engineer

(g) **To Incorporate Certain City Land into Various Streets by By-laws
(TOE99016)**

The Committee was in receipt of a report dated November 17, 1999 from the Acting Director of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation, **as amended**:

- a) That the following City land be incorporated into the following street:

Marilyn Court Block 19 Plan 62M-684
- b) That the by-laws to carry out the incorporation of the said land into the foregoing street be prepared to the satisfaction of the Corporate Counsel and be enacted by Council; and,
- c) That the General Manager of Transportation, Operations and Environment be authorized and directed to register the by-laws.

C. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

The Committee was in receipt of a report dated December 1, 1999 from the Secretary, Transport and Environment Committee, respecting the subject matter.

The Committee approved the following recommendation:

That the subjoined list of Information Reports, previously distributed to the Transport and Environment Committee, be received:

<i>Date</i>	<i>From</i>	<i>Subject</i>	<i>Date Distributed</i>
November 17, 1999	General Manager Transportatio, Operations & Environment	Status of Street Cleaning Initiative – Air Quality Program - Hamilton Air Quality Initiative Committee (HAQIC)	November 30, 1999

NEW BUSINESS #1

School Crossing Guard – Upper James and Queensdale

Alderman F. D'Amico requested staff to investigate his concerns respecting the possible elimination of the school crossing guard at the corner of Upper James and Queensdale over the noon hour, and report back.

3. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

PUBLIC WORKS DIVISION

Construction of a Concrete Alley First South of Markland Street from Chilton Place Westerly to the North-South Alley (PWT99081)

The Committee was in receipt of a report dated November 19, 1999 from the Acting Director of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the construction of a concrete alley first south of Markland Street from Chilton Place westerly to the north-south alley proceed as a local improvement on petition by the owners pursuant to Section 11 of The Local Improvement Act at an estimated gross cost of \$26,000.00 with a City's Share of \$23,820.20 and an Owner's Share of \$2,179.80 all as provided in the 1999 portion of the proposed 1999-2008 Capital Budget; and,
- (b) That the General Manager, Transportation, Operations and Environment be authorized to construct these works once all the necessary approvals have been received; and,
- (c) That the Acting Director of Public Works and Traffic be authorized and directed to prepare the necessary By-law in a form satisfactory to Corporate Counsel.

NEW BUSINESS #2

Implementation of Speed Humps

Staff was requested to investigate the feasibility of using speed humps on City streets and bring a report back to the Committee.

4. GENERAL MANAGER, COMMUNITY PLANNING AND DEVELOPMENT

Alfa Paper Products Inc., 735 Strathearne Avenue North – Application for a Certificate of Approval No. A650217 for a Waste Disposal Site – Processing (PDC99110)

The Committee was in receipt of a report dated November 18, 1999 from the General Manager of Community Planning and Development respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the West Central Branch and the Environmental Assessment and Approvals Branch of the Ontario Ministry of Environment be advised that the City of Hamilton objects to the proposed operation and recommends that the following be part of the Certificate of Approval No. A650217, should the Ministry approve the Certificate of Approval for Alfa Paper Products Inc. located at 735 Strathearne Avenue North, Hamilton:
 - (i) a condition be included within the Certificate of Approval that states “a space of not less than 3 metres (10 feet) kept clear of grass and weeds shall be maintained between the old corrugated cardboard pile located to the south of the main building and the adjacent piles of salvage materials”;
 - (ii) a condition be included within the Certificate of Approval that states “the old corrugated cardboard pile located to the south of the main building shall not exceed 3 metres (10 feet) in height and 100 square metres (1,076 square feet) in total area”; and,
 - (iii) that the “Inclement Weather and Wind Blown Litter Collection Policy” prepared by Alfa Paper Products Inc., attached as Appendix “B”, be included as an attachment to the Certificate of Approval.
- (b) That a copy of this report be forwarded to the West Central Branch and the Environmental Assessment and Approvals Branch of the Ontario Ministry of Environment for their consideration; and,
- (c) That the West Central Branch and the Environmental Assessment and Approvals Branch of the Ontario Ministry of Environment be requested to forward a copy of the decision respecting the proposed Certificate of Approval for Alfa Paper Products Inc. to the Municipal Clerk, City of Hamilton.

NEW BUSINESS #3

Driveway Approach – 15 Clinton Street, Hamilton

Staff was directed to take the necessary steps to install a driveway approach at 15 Clinton Street, Hamilton, on the understanding that Alderman B. Morelli has a Letter of Understanding between the two abutting homeowners.

NEW BUSINESS #4

Three-way Stop Control – Amalfi Street and Upper Horning Road

That a three-way stop control be implemented at the intersection of Amalfi Street and Upper Horning Road, and that City Traffic By-law 89-72 be amended accordingly.

NEW BUSINESS #5

Canadian Pacific Railway Operations – Proposed Expansion at Longwood Road South and Aberdeen Avenue

Staff advised that as a result of the Notice of Motion put forward by Alderman Kiss at the November 1 meeting of City Council on the subject matter being referred to the Transport and Environment Committee, a report would be presented to the Committee at its meeting on January 17, 2000.

In the interim, it was suggested that the two Ward Aldermen meet with staff to discuss specific concerns to be addressed.

NEW BUSINESS #6

Vehicle Towing

As a result of recent articles in the Spectator respecting the towing of vehicles from downtown parking lots, staff advised that a report would be presented to the Committee on this matter at its meeting on January 17, 2000.

5. OTHER BUSINESS

Rinkboard Advertising at Copps Coliseum – Alderman T. Anderson

Staff was instructed to circulate the availability of advertising space on the Rinkboard at Copps Coliseum to interested parties, and to assist in minimizing the cost of such advertising, when and if possible.

6. **IN CAMERA AGENDA**

The Committee moved to an In-Camera Session to discuss matters of a Private and Confidential nature.

The Committee the moved back into Regular Session, and approved the following.

Rennie Street Closed Landfill (PWT99082)

The Committee was in receipt of a report dated December 2, 1999 from the Acting Director of Public Works and Traffic respecting the subject matter.

Mr. David Crocker, a lawyer specializing in environmental issues, was in attendance to respond to concerns of the Committee.

The Committee approved the following recommendation:

- (a) That the City, in concert with the Hamilton-Wentworth Region, consider proceeding with the design and construction of a leachate collection system to control leachate and prevent any potential discharge from the Closed Rennie Street Landfill, at an estimated cost of \$620,000; and,
- (b) That the Finance and Administration Committee recommend a method of financing these costs.

7. **ADJOURNMENT**

There being no further business, the meeting then adjourned.

Taken as read and approved,

**ALDERMAN D. WILSON, VICE CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE**

Carolyn Biggs
Legislative Assistant
December 6, 1999

The Transport and Environment Committee met.

There were present: Alderman C. Collins, Chairman
Alderman T. Anderson
Alderman A. Horwath
Alderman M. Kiss
Alderman B. Morelli

Absent: Alderman F. D'Amico – City Business
Alderman T. Jackson – City Business
Alderman D. Wilson -

Also Present: Alderman G. Copps
Alderman R. Corsini
Alderman D. O'Sullivan
C. Guthro, Public Works and Traffic
M. Hazell, Public Works and Traffic
P. Buckle, Public Works and Traffic
C. Biggs, Secretary

1. Amendment to Private Property By-law 89-75 – Parking Regulations (PWT99088)

The Committee was in receipt of a report dated December 14, 1999 from the Acting Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation, **as amended**:

- (a) That the amendments to the Private Property By-law as set out in Schedule "A" to this report be passed and enacted by Council; and,
- (b) That Council direct Building Department Licensing Staff to report on the feasibility of amending the Licensing By-law to regulate all Tow Trucks and Tow Truck Operations within the City of Hamilton; and,
- (c) That staff be directed to provide a status report on this issue at the January 17, 2000 meeting of the Transport and Environment Committee.

2. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved

Alderman C. Collins, Chairman
Transport and Environment Committee

Carolyn Biggs
Secretary
December 14, 1999

Office of the Municipal Clerk

Memorandum

TO: Carolyn A. Biggs
Legislative Assistant
Transport and Environment Committee

FROM: J. J. Schatz
Municipal Clerk

PHONE: (905) 546-2727

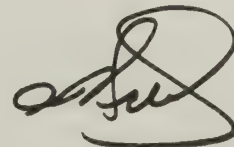
DATE: 1999 December 1

SUBJECT: Proposed Expansion of Canadian Pacific Railway Operations
Longwood Road South and Aberdeen Avenue, Hamilton

City Council, at its meeting held on Tuesday, November 30, 1999, referred the following motion to the Transport and Environment Committee for consideration:

That the Council of the City of Hamilton request the Provincial and Federal Ministries of the Environment to conduct full Environmental Assessments and also government enquiries under all Provincial and Federal Legislation with respect to the proposed expansion of the Canadian Pacific Railway (St. Lawrence Hudson Railway) operations in the area of Highway 403, Longwood Road South and Aberdeen Avenue in order to ensure safety from potential negative impacts of any kind to persons or properties or any adverse environmental impacts of any kind that this operation may have on communities and neighbourhoods in the City of Hamilton.

Please take the necessary action to ensure that this motion is placed before the Transport and Environment Committee, as directed by Council.



:cab.

c.c. Alderman Mary Kiss, Ward 1
A. Leitch, General Manager, Transportation, Operations and Environment
H. Solomon, Manager, Traffic Engineering and Operations

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 2000 January 4
File No. TEC-004-00 / Author: S. Russell

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charlie Guthro
Acting Director of Public Works

SUBJECT: Barton Street West between Magill Street and Greig Street –
Parking Regulations (PWT00009)

RECOMMENDATION:

That the existing full-time "No Parking" regulation on the north side of Barton Street West between Magill Street and Greig Street be removed, and that the City Traffic By-law 89-72 be amended accordingly.

Charles Guthro

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

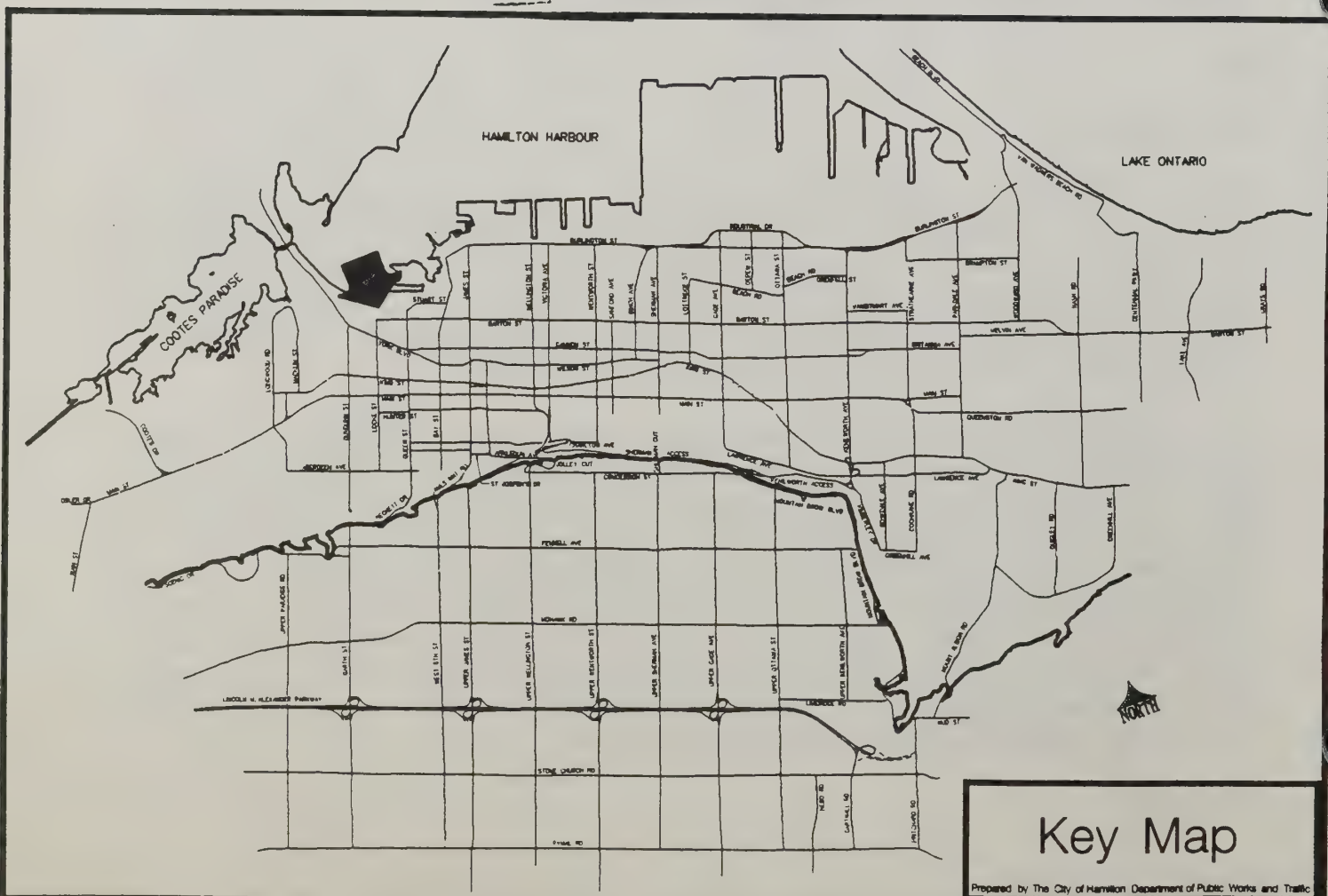
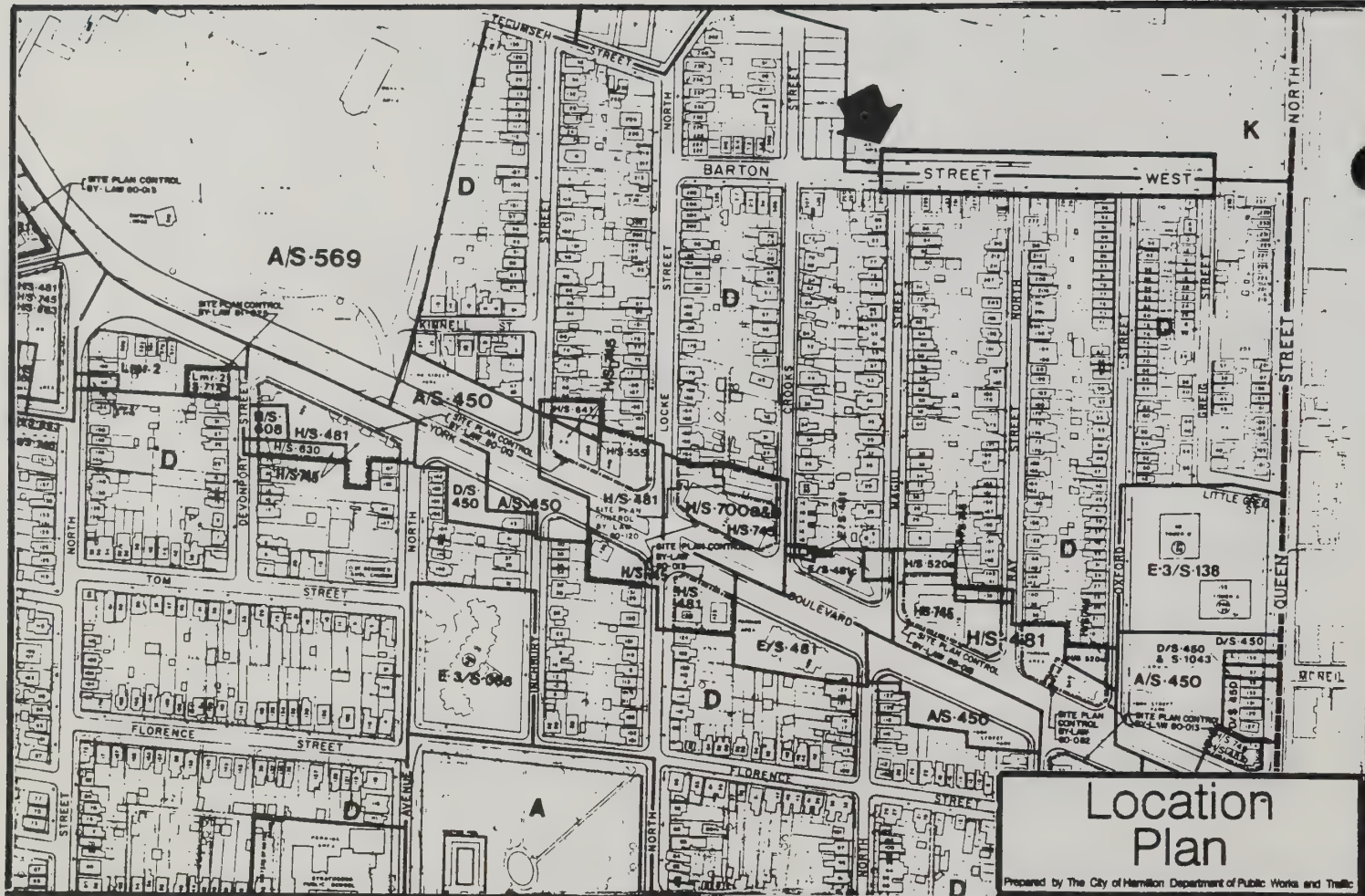
N/A

BACKGROUND:

Alderman Marvin Caplan has forwarded a petition signed by representatives of eight of the eleven residential properties abutting Barton Street West between Magill Street and Greig Street requesting that the existing full-time "No Parking" regulation on the north side of the street be removed to allow unrestricted parking. Six of the residents who signed the petition are in favour, one resident is opposed and one resident has no opinion regarding the request to remove the subject regulation.

Barton has a 40-foot pavement width, and presently, there is a full-time "No Parking" regulation on the north side of the street. Parking is presently permitted on the south side. The subject regulation was implemented many years ago to accommodate the high volumes of truck traffic accessing local industrial businesses. However, staff has determined that the full-time "No Parking" regulation is no longer required and that allowing parking on both sides of the street will have no serious impact on the existing traffic flow on this section of Barton. Allowing parking on the north side of Barton will help to alleviate some of the parking congestion on neighbouring local streets. Therefore, since 55 percent of the abutting residents support the removal of the full-time "No Parking" regulation, staff concurs with the request.

SR/CVB/str



Office of the Municipal Clerk

Memorandum

TO: D. A. Lychak
City Manager
City of Hamilton/Region of Hamilton-Wentworth

FROM: J. J. Schatz
Municipal Clerk
Office of the Municipal Clerk

PHONE: (905) 546-2727

DATE: 1999 December 6

SUBJECT: Referral of Projects

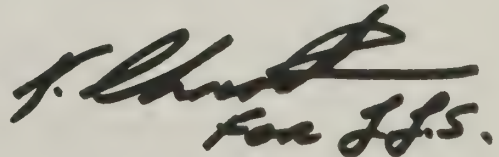
This will confirm that City Council at its meeting held November 24, 25, 1999 approved Section 7 of the Seventh Report for 1999 of the City Committee of the Whole respecting the above noted matter as follows:

7. Referral of Projects

That the following projects be referred to the appropriate Committees for consideration:

- (a) Requests from the Tiger-Cat Football Club for improvements at Ivor Wynne Stadium (attached)
- (b) Locke Street South streetscaping
- (c) Kenilworth Avenue (between Main and Barton Streets) streetscaping
- (d) Wentworth Street (east of Main) streetscaping

Trusting that this confirmation is of assistance to you.



J. J. Schatz
For J.J.S.

Cc R. Fair, General Manager, Community Services
A. Leitch, General Manager, Transportation, Operations and Environment
~~C. Biggs, Legislative Assistant, Transport and Environment Committee~~
C. Touzel, Legislative Assistant, Parks and Recreation Committee

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 December 15
File No. TEC-003-00 / Author: T. Arnold

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charlie Guthro
Acting Director of Public Works

SUBJECT: Churchill Avenue and Upper James Street – School Crossing
Guard (PWT00007)

RECOMMENDATION:

That the hours of the School Crossing Guard at the intersection of Churchill Avenue and Upper James Street not be extended to include the lunch hour school crossing period.

Charles Guthro

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to extend the hours of a School Crossing Guard to include the lunch hour school crossing period is approximately \$2000 per year, plus administrative costs. Funds have been allocated in the 2000 budget for the addition of three School Crossing Guard locations in 2000. Two of these locations have already been approved, leaving sufficient funds for a guard at only one new warranted location.

A reduction package was approved in the 1999 budget for reduced School Crossing deployment for approximately \$45,000. This involved 14 School Crossing locations and included removal of the lunch hour crossing at Churchill and Upper James.


BACKGROUND:

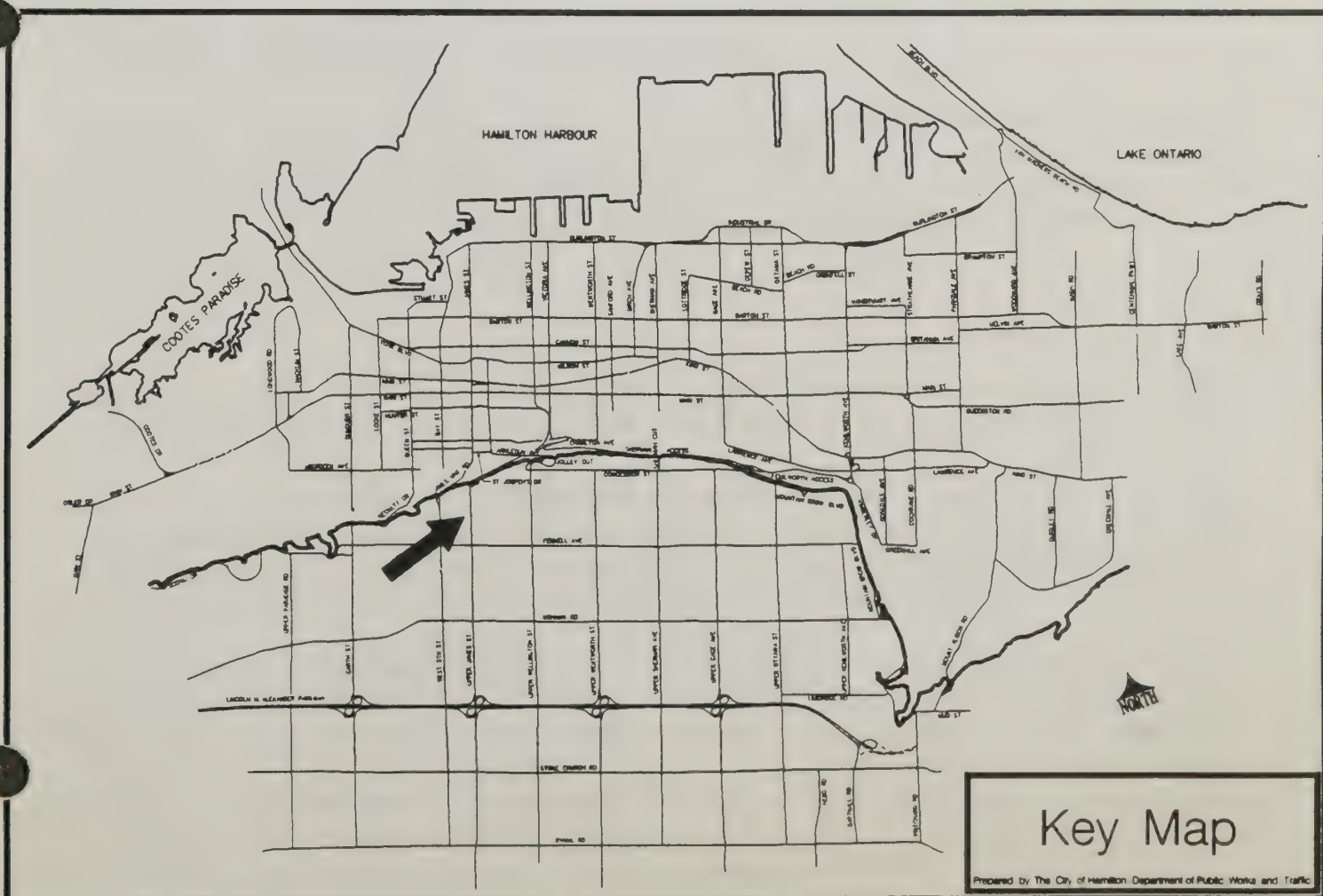
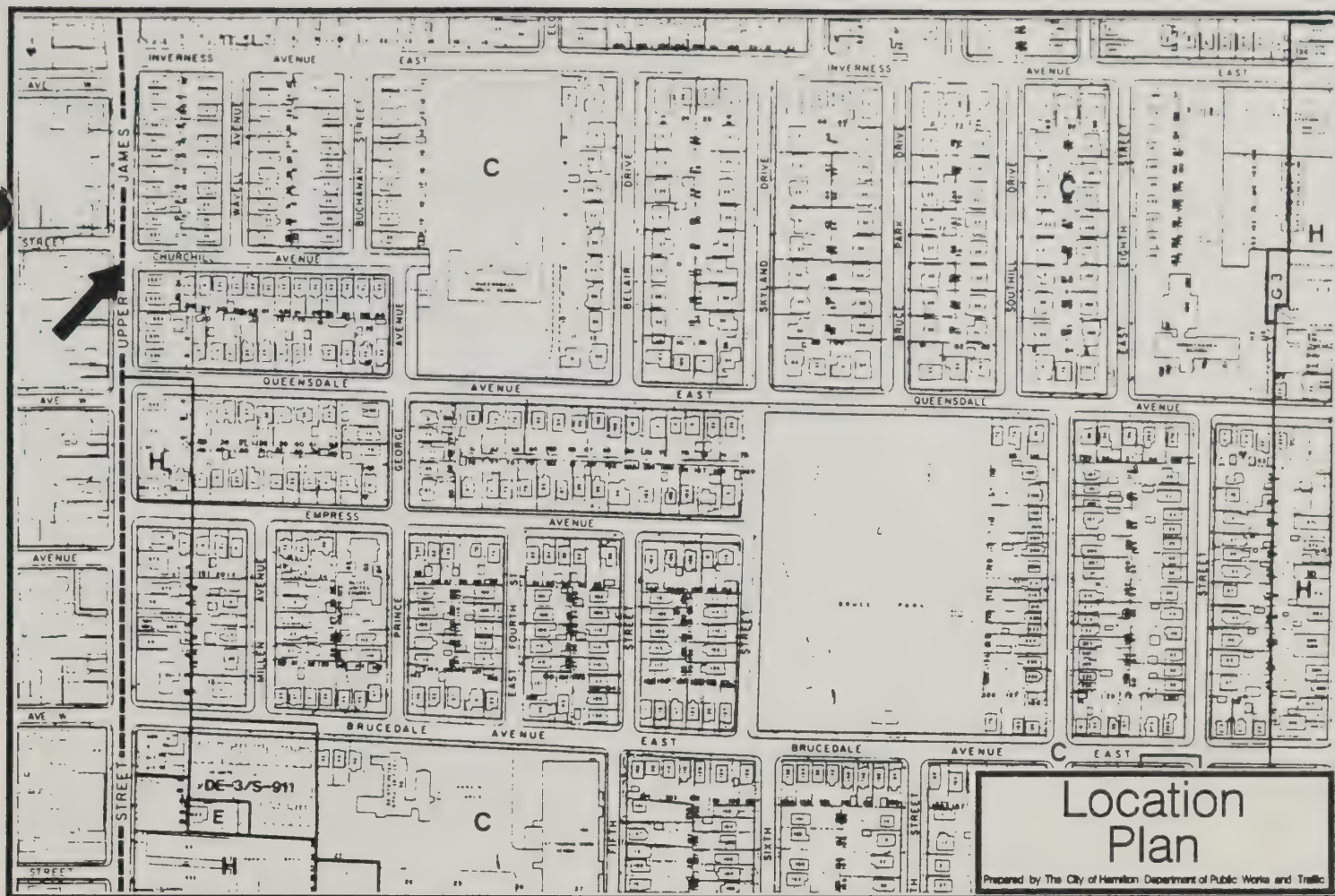
Staff have been requested by Alderman D'Amico to investigate the need to extend the hours of the School Crossing Guard at the intersection of Churchill Avenue and Upper James Street to include the lunch time school crossing period.

The lunch time school crossing period was manned by a School Crossing Guard at Churchill and Upper James until the end of the 1998-1999 school year. During the 1999 budget deliberations a reduction package was submitted and approved recommending the removal of School Crossing Guards at traffic signals where there were less than 15 pedestrians crossing the street during any crossing period. At the time there were approximately 4 children crossing during the first lunch period and 2 during the second lunch period.

A recent review of the location has determined that there were five children crossing during the first lunch and 4 during the second lunch period. Observations at the location indicate that children are crossing with the traffic signals safely and motorists are obeying the traffic signals. The School Crossing Guard has been instructed to speak to the children crossing at this location and advise them on the correct method to cross when he/she is not present.

It is simply not practical or feasible to assign School Crossing Guards to every intersection where children cross a road. In order to allocate limited resources, School Crossing Guards are assigned to locations where there is a significant demand for assistance and where there is documented safety problems. Observations indicate that there is minimal pedestrian use at this intersection during the lunch hour and that those who are crossing are doing so correctly.


to/MBH/str




CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 December 14
File No. TEC-002-00 / Author: T. Arnold

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charlie Guthro
Acting Director of Public Works

SUBJECT: Belmont Avenue and Cannon Street East – School Crossing Guard
Request (PWT00006)

RECOMMENDATION:

That a School Crossing Guard not be assigned to the intersection of Belmont Avenue and Cannon Street East.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

The cost to assign a School Crossing Guard with morning and evening duty times is approximately \$4000 per year, plus administrative costs. Funds have been allocated in the 2000 budget for the addition of three School Crossing Guard locations in 2000. Two of these locations have already been approved, leaving sufficient funds for a guard at only one new warranted location.

BACKGROUND:


Staff have been requested by Alderman Morelli to investigate the need to assign a School Crossing Guard to the intersection of Belmont Avenue and Cannon Street East

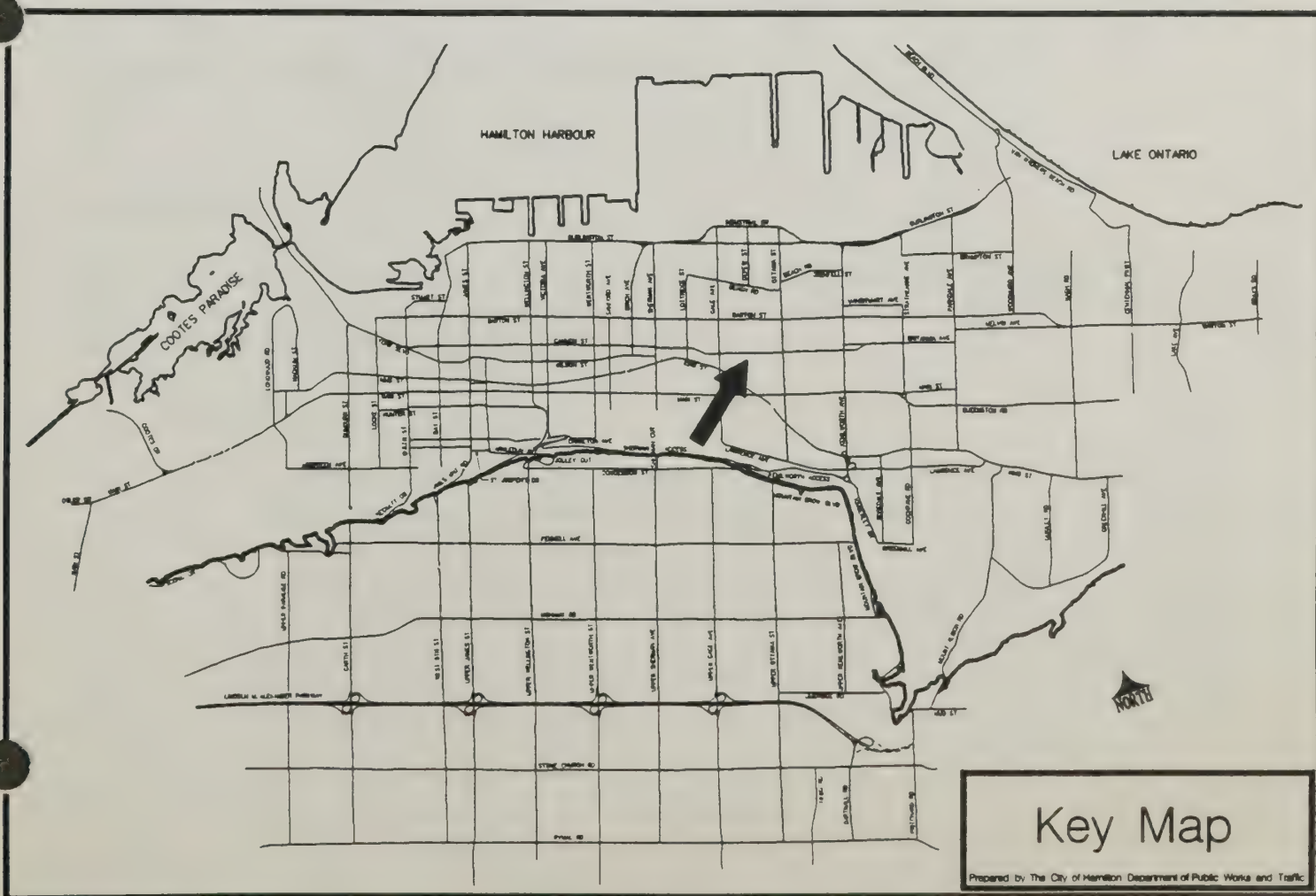
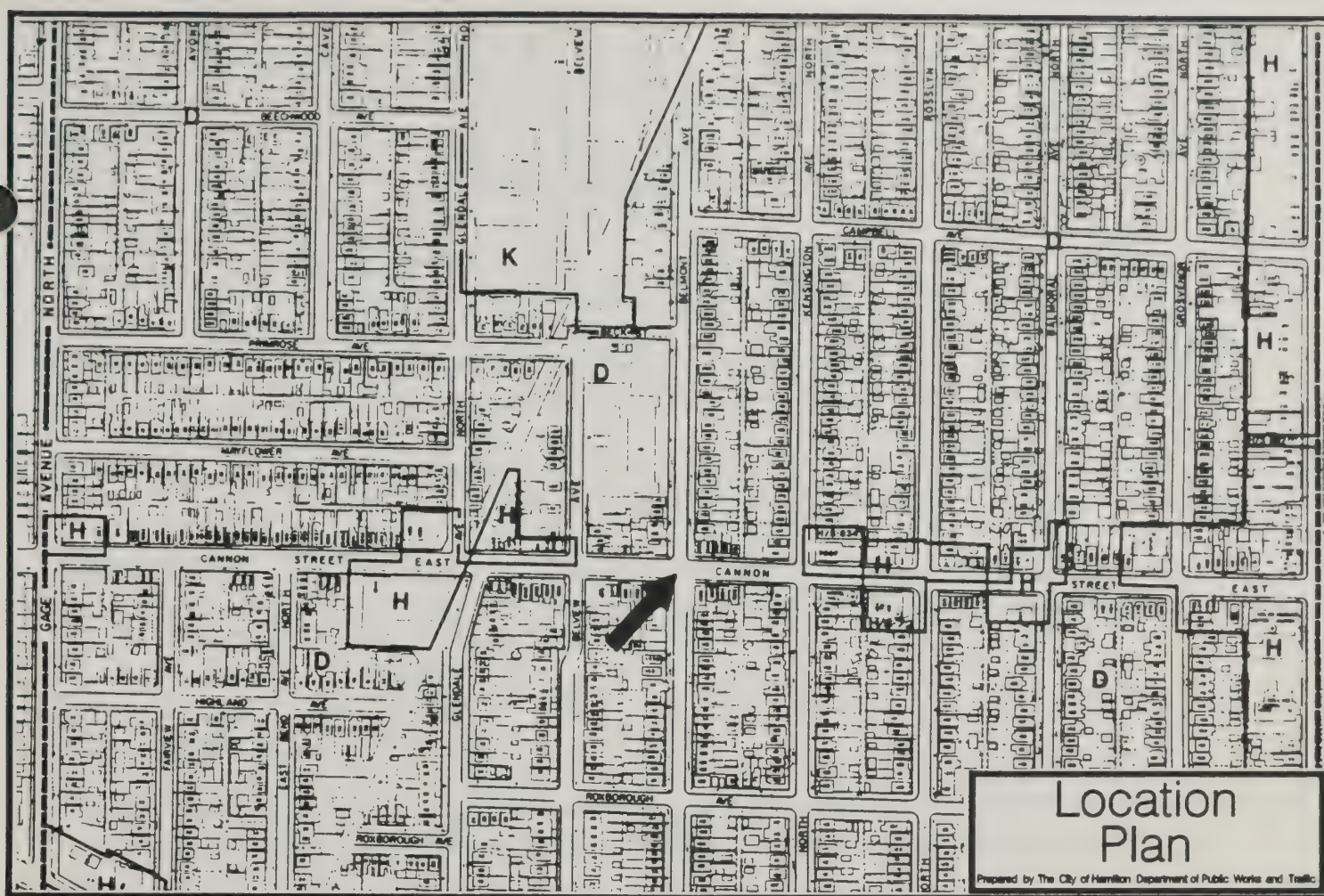
Staff conducted studies at the signalized intersection of Belmont and Cannon on 1999 October 28 during both the morning and afternoon school crossing periods. During the morning there were 24 crossings of Cannon and 18 crossings of Belmont while during the afternoon there were 36 crossings of Cannon and 45 crossings of Belmont.

Traffic signals at intersections alternate the right-of-way and provide gaps in traffic to allow safe crossings by pedestrians. Concern and conflicts usually occur only when motorists are attempting to make left and right hand turns simultaneous to the crossing of pedestrians. Thus, when evaluating requests for guards at traffic signals, the volume of turning traffic is monitored. At this location the volume of turning traffic is equivalent to one turning vehicle during the morning crossing period and 1.5 turning vehicles in the afternoon period during the time that the pedestrian is allowed to cross the roadway.

Current policy requires that there be a minimum of five turns per cycle prior to recommending a School Crossing Guard at a signalized intersection. When there are less than five turns per cycle staff consider that the exposure of pedestrians to traffic is acceptable.

It is simply not practical or feasible to assign School Crossing Guards to every intersection where children cross a road. In order to allocate limited resources, School Crossing Guards are assigned to locations where there is a significant demand for assistance and where there is documented safety problems. Observations indicate that pedestrians confidently and correctly cross roadways under these conditions.


ta/MBH/str



CITY OF HAMILTON

- RECOMMENDATION -

DATE: 2000 January 4
File No. TEC-005-00 / Author: Various

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charles Guthro
Acting Director of Public Works and Traffic

SUBJECT: Routine Amendments to the City Traffic By-law 89-72
Transport and Environment Committee Meeting 2000 January 17
(PWT00011)

RECOMMENDATION:

That the requests for routine amendments listed herein be approved and that an appropriate by-law to amend the City Traffic By-law 89-72 be passed and enacted.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

N/A

BACKGROUND:

Staff has received several requests/petitions for routine changes to existing on-street parking regulations and/or intersection control on City streets. Staff has investigated and concurs with the following requests.

1. Ward 1

- (a) Mr. Steve Dembe, on behalf of the Anshe Shalome Temple, has requested that a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of Cline, west of King, directly in front of the Temple. Presently, there is a 26 foot "No Parking Anytime" regulation in the same vicinity on Cline to facilitate the pick-up and drop-off of passengers at the entrance to the Temple. Consequently, the requested time limit will extend approximately 40 feet to the east and 55 feet to the west of the "drop-off" zone.

- (b) Mr. P Hoey, No. 89 Oxford Street, has requested the implementation of a reserved "Permit Parking" regulation on the west side of Oxford abutting his home since he is disabled.

2. Ward 2

- (a) Ms. Yvonne Fortman has requested the removal of the existing reserved "Permit Parking" regulation from the west side of the street at No. 485 Catharine Street North, as she no longer resides at that address.
- (b) Mr. J. Giornofelice, 232 Catharine Street North, has requested that the existing "No Parking, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation on the east side of Catharine, in front of his home, be removed. Staff has confirmed that The Joyce & Smith Co., for whom the regulation was implemented, is no longer doing business at 245 Catharine Street North, and therefore concurs with the request.
- (c) Mrs. Peirsma, 78 Walnut Street South, has requested that a reserved "Permit Parking" regulation be implemented on the west side of Walnut, directly in front of her home, since she is disabled.
- (d) Mr. John Ryan, 9 Hess Street North, has requested that a reserved "Permit Parking" regulation be implemented on the west side of Hess, directly in front of his home, since he is disabled.
- (e) Ms. Kelly Lawson, 48 Aberdeen Avenue, has requested the implementation of a full-time "No Parking" driveway clearance at the on the west side of Chilton, opposite the rear of her property, as vehicles parked in this area obstruct access to her driveway.
- (f) Mayor Robert Morrow has advised of a request from area businesses that the existing parking meters on the south side of Rebecca, east of James be changed from one hour to two hours in duration. Four of the seven businesses abutting the block are in favour of changing the duration. Staff was unable to contact the remaining three businesses for comments.

3. Ward 3

- (a) Alderman Bernie Morelli has forwarded a petition signed by representatives of 70 of the 90 homes abutting Gibson between Barton and Cannon requesting that the existing full-time "Two Hour Parking Time Limit" regulation be removed from both sides of the street in this block. All 70 of the residents that signed the petition are in favour of removing the regulation to allow unrestricted parking on both sides of the street.

4. Ward 4

- (a) Alderman Dave Wilson advises that the existing extended corner clearances on both sides of Graham, running south and north from Monterey, are no longer required due to the implementation of "all-way stop control" at the subject intersection.
- (b) Staff has received a petition signed by representatives of eight of the nine homes abutting Crosthwaite between Britannia and Cannon requesting that the existing "Permit Parking" regulation be removed from the east side of the street in this block. All eight of the residents that signed the petition are in favour of removing the regulation to allow unrestricted parking.
- (c) Pauline Blair, 83 Kenilworth Avenue North, has requested that northbound stop control be implemented at the "T" type intersection of Alice and Hope.
- (d) Brian Desjardins, 179 Fairfield Avenue, has requested the implementation of a reserved "Permit Parking" regulation on the east side of Fairfield opposite his home since he is disabled. Andrew Jack, 184 Fairfield Avenue, has advised that he supports the implementation of the subject regulation directly in front of his home.
- (e) Mr. Taras Pylypiuk, 1338 Monterey Avenue, has requested the implementation of a "No Stopping - Wheelchair Loading" regulation on the south side of Monterey in front of his home to accommodate the provision of DARTS services for his mother who is disabled.

5. Ward 6

- (a) Tom Whitworth, 994 Upper Kenilworth Avenue, has requested that all-way stop control be implemented at the intersection of Milkyway/Trenholme and Upper Kenilworth. The subject intersection is adjacent to Trenholme Park. Therefore, staff concurs with the request.

6. Ward 7

- (a) Terry Power, 664 Upper Wentworth Street, has requested the removal of the "Wheelchair Loading Zone, 9:00 a.m. to 11:00 p.m., 7 Days a Week" on the north side of Vickers, adjacent to his home, since the resident for whom the regulation was implemented has moved, which staff has confirmed.

- (b) Staff has received a petition signed by representatives of the three homes abutting the south side of Lawnhurst, east of Lawnview, requesting that the existing 120 foot "No Stopping" corner clearance be removed to allow unrestricted parking in this area. The intersection of Lawnhurst and Lawnview is presently controlled by an all-way stop and therefore, the corner clearance is no longer required.

7. Ward 8

- (a) Katharine Muir, 138 Gledhill Crescent, has requested that northbound stop control be implemented at the "T" type intersection of Brigadoon and Gledhill. Also, staff is recommending that all-way stop control be implemented at the "T" type intersection of Brigadoon and Matthew, since it is an intersection of two neighbourhood collector roadways.
- (b) Elaine Simon, Principal of Corpus Christi School, has requested revisions to the location of the existing School Bus Loading Zone on Alderson to better position the four school buses picking up/dropping off students.
- (c) David James, 73 San Remo Drive, has requested that a full-time "Wheelchair Loading Zone" regulation be implemented on the east side of San Remo, directly in front of his home, since the residents require the use of DARTS vehicles.


MBH/kag

CITY OF HAMILTON**- RECOMMENDATION -**

DATE: 1999 December 9
File No. TEC-001-00 / Author: W. Young

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charlie Guthro
Acting Director of Public Works

SUBJECT: Contractual Parking Enforcement Services for 2000 (PWT00003)

RECOMMENDATION:

That a purchase order be issued to Canadian Corps of Commissionaires (Hamilton) for parking enforcement services for 2000, in accordance with the conditions of the attached vendor's quote as follows:

Master Warrant Officer	-	\$12.97/hr
Commissionaire	-	\$11.61/hr

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

Sufficient funds have been provided in the 2000 Traffic Division operating budget estimates to cover the cost of continuing this contractual service. The above rates represent an increase of 3.0 percent.

BACKGROUND:

Since 1974, the Canadian Corps of Commissionaires (Hamilton) has provided the City of Hamilton with parking enforcement services, and the services provided have been very satisfactory. The proposed billing rate for 2000 represents a 3.0 percent increase over 1999.

SUBJECT: Contractual Parking Enforcement Services for 2000
(PWT00003)

Page 2

There has been no rate increase to the hourly billing rate for these services since 1996. This increase represents an increase of only \$.33 per hour for the Master Warrant Officer and \$.22 per hour for a Commissionaire.

WY

WY/str
Att.

c.c. Chris Rendell, Intermediate Buyer, Purchasing Department
c.c. Ross Holland, Co-ordinator of Budgets and Accounting
Department of Public Works and Traffic

HAMILTON BY-LAW

HOURLY BILLING RATE

JANUARY 1, 2000 – DECEMBER 31, 2001

	REGULAR RATE	OVERTIME RATE	STAT HOLIDAY WORKED	STAT HOLIDAY NOT WORKED
Master Warrant Office	\$10.46	\$15.69	\$26.15	\$10.46
Administrative Fee 24.0%	2.51	3.77	6.28	2.51
Billing Rate	\$12.97	\$19.46	\$32.43	\$12.97
Sergeant	\$10.11	\$15.17	\$25.28	\$10.11
Administrative Fee 24.0%	2.43	3.64	6.07	2.43
Billing Rate	\$12.54	\$18.81	\$31.35	\$12.54
Corporal	\$9.71	\$14.57	\$24.28	\$9.71
Administrative Fee 24.0%	2.33	3.50	5.82	2.33
Billing Rate	\$12.04	\$18.07	\$30.10	\$12.04
Commissionaire	\$9.36	\$14.04	\$23.40	\$9.36
Administrative Fee 24.0%	2.25	3.37	5.62	2.25
Billing Rate	\$11.61	\$17.41	\$29.02	\$11.61

Note: The GST (7%) is to be added to the Billing Rate.

Increase of 3% on the Base Rate of \$9.09 Per Hour.

REGION OF HAMILTON-WENTWORTH

- RECOMMENDATION -

DATE: January 13, 2000

REPORT TO: Chairman and Members
Transport and Environment Committee

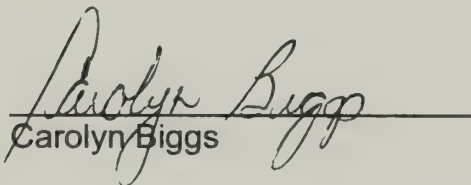
FROM: Carolyn A. Biggs
Legislative Assistant

SUBJECT: Information Items
Transport and Environment Committee – January 17, 2000

RECOMMENDATION:

That Items (a) to (c) previously distributed to members of the Committee under separate cover, be received for information:

- a) Correspondence dated January 5, 2000 from Alderman M. Kiss to residents of Ward 1 respecting Canadian Pacific Expansion – Longwood/Aberdeen/403
- b) Correspondence dated January 9, 2000 from Mr. R. Johnson, on behalf of Train-Residents' Action Committee (TRAC), respecting proposed changes to railway operations in the Aberdeen Yards
- c) Interlocking Brick Sidewalks Adjacent to Copps Coliseum (PWT00012)


Carolyn Biggs

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A.

SUSTAINABLE DEVELOPMENT IMPLICATIONS:

(Vision 2020, adopted by Regional Council as their vision for the future of Hamilton-Wentworth, embodies the concept of a sustainable community which is an equal balance of the economy, the environment, and social/health factors in all regional decision-making)

N/A.

SUBJECT: Information Items

Page 2

Transport and Environment Committee – January 17, 2000

BACKGROUND:

Information Items (a) to (c) were received and distributed under separate cover to the members of the Committee with the agenda package.

CAY ON HBL A05
C5176
2000

The Urban Municipal Collection
2nd Floor
Hamilton Public Library

**URBAN
MUNICIPAL**



AGENDA

CITY OF HAMILTON Transport and Environment Committee

Monday, January 31, 2000
9:30 a.m.
Council Chambers, Hamilton City Hall
71 Main Street West, Hamilton

URBAN MUNICIPAL

FEB 04 2000

GOVERNMENT DOCUMENTS

Carolyn Biggs
Legislative Assistant

CALL TO ORDER

1. DECLARATIONS OF INTEREST
2. ADOPTION OF MINUTES – January 6 and 17, 2000
3. PUBLIC MEETINGS
 - 3.1 Proposed Outdoor Boulevard Café – 56 Hess Street South, Hamilton (PWT00036)
 - 3.2 Proposed Outdoor Boulevard Cafe – 362 Barton Street East, Hamilton (PWT00016)
4. Petition to Reduce the Speed Limit on Lake Avenue and Delawana Drive (PWT00029)
5. 2000 Proposed Road and Sidewalk Capital Improvement Program (PWT00030)
6. Request for Approval to Hire School Crossing Guards (PWT00028)
7. CONSENT AGENDA
 - 7.1 Routine Amendments to the City Traffic By-law 89-72 – January 31, 2000 (PWT00034)
 - 7.2 Neighbourhood Watch Program for the Stinson Neighbourhood (PWT00026)
 - 7.3 That the following items, be received:
 - a) Parking for Services in Kind (PWT00025)

- b) Correspondence dated January 21, 2000 from Mr. P. Simmons respecting CP Rail Yard – Longwood Road and Aberdeen Avenue
- c) Correspondence dated January 25, 2000 from L. Pomerantz, Earth Day Hamilton Co-ordinator, respecting 2000 Reuse-a-rama event

8. OTHER BUSINESS

9. ADJOURNMENT



MINUTES

CITY OF HAMILTON Transport and Environment Committee

Thursday, January 6, 2000
10:00 a.m.
Room 233, Hamilton City Hall
71 Main Street West, Hamilton

Present:	Alderman D. Wilson (Vice-Chairperson) Aldermen T. Anderson, A. Horwath, T. Jackson, M. Kiss, B. Morelli
Also Present:	Alderman G. Copps A. Leitch, M. Hazell, H. Solomon, H. Groen, E. Switenky, C. Biggs
Absent with regrets:	Alderman C. Collins – City Business Alderman F. D'Amico – City Business Mayor R. M. Morrow – City Business

Alderman D. Wilson, Vice Chairperson, called the meeting to order.

THE FOLLOWING ITEMS WERE RECOMMENDED TO CITY COUNCIL:

1. **Ontario Municipal Board Hearing – 75 Centennial Parkway North (Eastgate Square)**
 - (a) That the proposed alteration of Delawana Drive, from approximately 70 metres west of Centennial Parkway to approximately 30 metres west of Fairington Crescent, be approved; and,
 - (b) That the proposed alteration of Centennial Parkway, from approximately 50 metres south of Delawana Drive to approximately 40 metres north of Vineyard Road, be approved; and,

- (c) That the Road Alteration By-law to alter Delawana Drive and Centennial Parkway, in the form attached to Report TOE99009, be passed and enacted; and,
- (d) That the removal of the 12 existing street trees and their replacement with 24 large calliper trees, required to permit the relocation of the driveway accesses to Centennial Parkway and Delawana Drive, be approved;
- (e) That prior to the beginning of roadway construction, the Cadillac Fairview Corporation Ltd. Be required to pay to the City of Hamilton \$11,449, which is the estimated cost for removal and replacement of the street trees;
- (f) That the owner be required to install and maintain a truck barrier over the mall entrance near the former Eaton's store to stop delivery trucks from utilizing this access;
- (g) That Cadillac Fairview Corporation Ltd. and the Community Planning and Development Division be advised of these actions.

Noted for the information of the Committee respecting Item 1:

The Committee moved In Camera to receive legal advice. Subsequently, the Committee reconvened in Open Session and approved the aforementioned recommendation.

Note: The meeting of the Transport and Environment Committee adjourned at 10:15 a.m.

Respectfully submitted,

**Alderman D. Wilson, Vice-Chairperson
Transport and Environment Committee**

Carolyn Biggs
Legislative Assistant
January 6, 2000



MINUTES

CITY OF HAMILTON Transport and Environment Committee

Monday, January 17, 2000

9:30 a.m.

Room 233, Hamilton City Hall
71 Main Street West, Hamilton

Present: Alderman C. Collins (Chairperson), Alderman D. Wilson (Vice-Chairperson), Mayor R. Morrow, Aldermen T. Anderson, F. D'Amico, A. Horwath, T. Jackson, M. Kiss, B. Morelli

Also Present: Alderman M. Caplan, B. Charters
A. Leitch, C. Guthro, T. Gill, M. Hazell, H. Solomon, R. Meiers,
F. Westaway, G. Paparella, B. Price, C. Biggs

Alderman C. Collins, Chairperson, called the meeting to order.

THE FOLLOWING ITEMS WERE RECOMMENDED TO CITY COUNCIL:

1. **Proposed Expansion of Canadian Pacific Railway Operations –Longwood Road South and Aberdeen Avenue, Hamilton (Item 3.1)**
 - a) That the Council of the City of Hamilton request the Provincial and Federal Ministries of the Environment to conduct full Environmental Assessments and also government enquiries under all Provincial and Federal Legislation with respect to the proposed expansion of the Canadian Pacific Railway (St. Lawrence Hudson Railway) operations in the area of Highway 403, Longwood Road South and Aberdeen Avenue in order to ensure safety from potential negative impacts of any kind to persons or properties or any adverse environmental impacts on any kind that this operation may have on communities and neighbourhoods in the City of Hamilton; and,

- b) That the Council of the City of Hamilton request that the Province of Ontario and the Government of Canada advise of any and all policies, statutes, guidelines and regulations which would come to bear on the use of railway lands within municipalities;
- c) That the City of Hamilton indicate to the Government of Canada that the Province of Ontario and the operators and owners of Railways of their strong desire to work with the owners of these lands to find and agree to practices consistent with requirements that would normally apply in a municipality;
- d) That the Federation of Canadian Municipalities be requested to facilitate a process to find practices in which railway lands are dealt with in a manner consistent with the requirements that would normally apply in a municipality;
- e) That staff be requested to provide information to be presented to the next meeting of the Big City Mayors Conference in Montreal;
- f) That this recommendation be forwarded to the area M.P.'s and M.P.P.'s.

Noted for the information of the Committee respecting Item 1:

At the request of the Committee Chairman, the following residents addressed the Committee to express their opposition to proposed expansion:

Dale Brown, 39 Flatt Avenue
Peggy Kizilirmakli, 284 Homewood Avenue
Dianne Arrell, 150 Chedoke Avenue
George Sorger, 63 Chedoke Avenue
May Toth, 9 Richmond Street
Rob Monkelmaan, 555 Aberdeen Avenue
Nikola Patti, 271 Homewood Avenue
George Truman, 170 Chedoke Avenue.

The following is a summary of the comments and concerns made during the presentations:

- Despite not having gone through an environmental assessment. CP has gone ahead with its expansion plans at the Aberdeen yard, without first obtaining public input from the residents in the area most affected. Residents were disappointed with the process

- Concerns of excessive noise and increased air pollution from transport trucks and idling trains, diesel fumes, safety of pedestrian and vehicular traffic, environmental concerns i.e., effects of pollution on plant/tree life
- Property devaluation to existing homeowners, as well as purchasers of the new homes located across from the golf course, who were not advised of the planned CP expansion prior to their purchase
- Questioned if alternate sites were considered

Aldermen M. Kiss and M. Caplan also spoke on behalf of the residents.

2. Belmont Avenue and Cannon Street East – School Crossing Guard (PWT00006) (Item 6)

That a School Crossing Guard be assigned to the intersection of Belmont Avenue and Cannon Street East.

3. Routine Amendments to the City Traffic By-law 89-72 – Transport and Environment Committee Meeting – January 17, 2000 (PWT00011) (Item 7.1)

That the requests for routine amendments as listed herein be approved and that an appropriate by-law to amend the City Traffic By-law 89-72 be passed and enacted.

4. Contractual Parking Enforcement Services for 2000 (PWT00003) (Item 7.2)

That a purchase order be issued to Canadian Corps of Commissionaires (Hamilton) for parking enforcement services for 2000, in accordance with the conditions of the attached vendor's quote as follows:

Master Warrant Officer	-	\$12.97/hr
Commissionaire	-	\$11.61/hr

THE FOLLOWING ITEMS NOT REQUIRING COUNCIL APPROVAL WERE ADOPTED AND/OR NOTED:

(a) Declarations of Interest (Item 1)

None declared.

(b) Adoption of Minutes (Items 2.1 and 2.2)

That the Minutes of the meeting of the Transport and Environment Committee held on December 6 and December 14, 1999, be adopted.

(c) Mrs. J. Galasso re: Parking on the north side of Barton Street West, between Magill Street and Greig Street (Items 3.2(a) and(b))

Mrs. J. Galasso expressed concerns with respect to vehicles being permitted to park on the north side of Barton Street, between Magill Street and Greig Street.

That this issue be tabled to the next meeting of the Committee in order for the Ward Aldermen to meet with Mrs. Galasso.

(d) Referral of Projects (Item 4.1)

That staff be instructed to bring a report back to the Committee detailing costs for streetscaping and burying utility services in the following areas:

- (i) Locke Street, from Main to Aberdeen;
- (ii) Concession Street, within the boundaries of the B.I.A.;
- (iii) Sherman Avenue, from Cannon Street to the railway tracks;
- (iv) Barton Street East, from Birch Street to Leinster Avenue;
- (v) Kenilworth Avenue, Main Street to Barton Street.

Noted for the information of the Committee respecting Item (d):

It was suggested that staff meet with representatives of the various B.I.A.'s for their input in terms of timing restrictions for any improvements that might be anticipated.

- (e) **Churchill Avenue and Upper James Street – School Crossing Guard (PWT00007)** (Agenda Item 5)

That this item be tabled.

Noted for the information of the Committee respecting Item (e):

At the request of Alderman D'Amico, the Committee agreed to table this item.

- (f) **Information Items** (Item 7.3)

That the following items previously distributed under separate cover, be received:

- i) Correspondence dated January 5, 2000 from Alderman M. Kiss to residents of Ward 1 respecting Canadian Pacific Expansion – Longwood/Aberdeen/403
- ii) Correspondence dated January 9, 2000 from Mr. R. Johnson, on behalf of Train-Residents' Action Committee (TRAC), respecting proposed changes to railway operations in the Aberdeen Yards
- iii) Interlocking Brick Sidewalks Adjacent to Copps Coliseum (PWT00012)

Noted for the information of the Committee respecting Item (f)(iii):

Staff was directed to bring a report back to the Committee with a plan which would implement some of the changes and improvements as outlined in the report.

Note: The meeting of the Transport and Environment Committee adjourned at 11:20 a.m.

Respectfully submitted,

**Alderman C. Collins, Chairman
Transport and Environment Committee**

Carolyn Biggs
Legislative Assistant
January 17, 2000

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 2000 January 25
File No. TEC-014-00 / Author: M. Preston

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charles Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: Outdoor Boulevard Café
56 Hess Street South (PWT00036)

RECOMMENDATION:

- (a) That the application of Berg Corp operating as Doors Pub and Pizzeria, to extend an existing outdoor boulevard café in front of 56 Hess Street South to incorporate 16' x 30' of the Hess Street South road allowance, be approved on a trial basis, from 2000 May 1 to 2000 October 31, subject to the following conditions:
- i) That the applicant enter into a Boulevard Cafe agreement in a form satisfactory to the Acting Commissioner of Public Works and Traffic and the Director of the Legal Services Department; and
 - ii) That the applicant pay a registration fee of \$50 and an annual fee to be determined by the Real Estate Division, Legal Services Department, at such time as the current moratorium on encroachment fees ends; and
 - iii) That the applicant provide proof of \$5,000,000 public liability insurance, naming the City of Hamilton and holding the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and
 - iv) That the applicant occupy the licensed area of the boulevard from 2000 May 1 to 2000 October 31 and that all furniture, equipment, etc. be removed from the road allowance at all other times; and
 - v) That the applicant provide access for the physically challenged utilizing the Barrier Free Design Standards adopted by Council on 1994 October 25; and

SUBJECT: Outdoor Boulevard Café
56 Hess Street South (PWT00036)

Page 2

- (b) That the Mayor and Municipal Clerk be authorized and directed to execute the Boulevard Café Agreement; and
- (c) That at the end of the trial period, staff report back and recommend a continuance of the agreement if appropriate.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Max B. Hage for CGHro.

As there is an existing moratorium on encroachment fees in the downtown core, the applicant is responsible for only the \$50 document registration fee. At such time as the moratorium is lifted, an annual fee will apply.

BACKGROUND:

A request has been received from Berg Corp, operating as Doors Pub & Pizzeria, 56 Hess Street South, to extend an existing outdoor boulevard café to include a portion of the Hess Street South road allowance. The applicant proposes to encroach by 16' X 30' onto the road allowance but the current seating capacity of 30 would not be increased. The boulevard café has been operating on private property for approximately four years.

The results of the notification to all residents and businesses within a 400' radius are as follows:

Total number circulated to area residents/businesses: 952

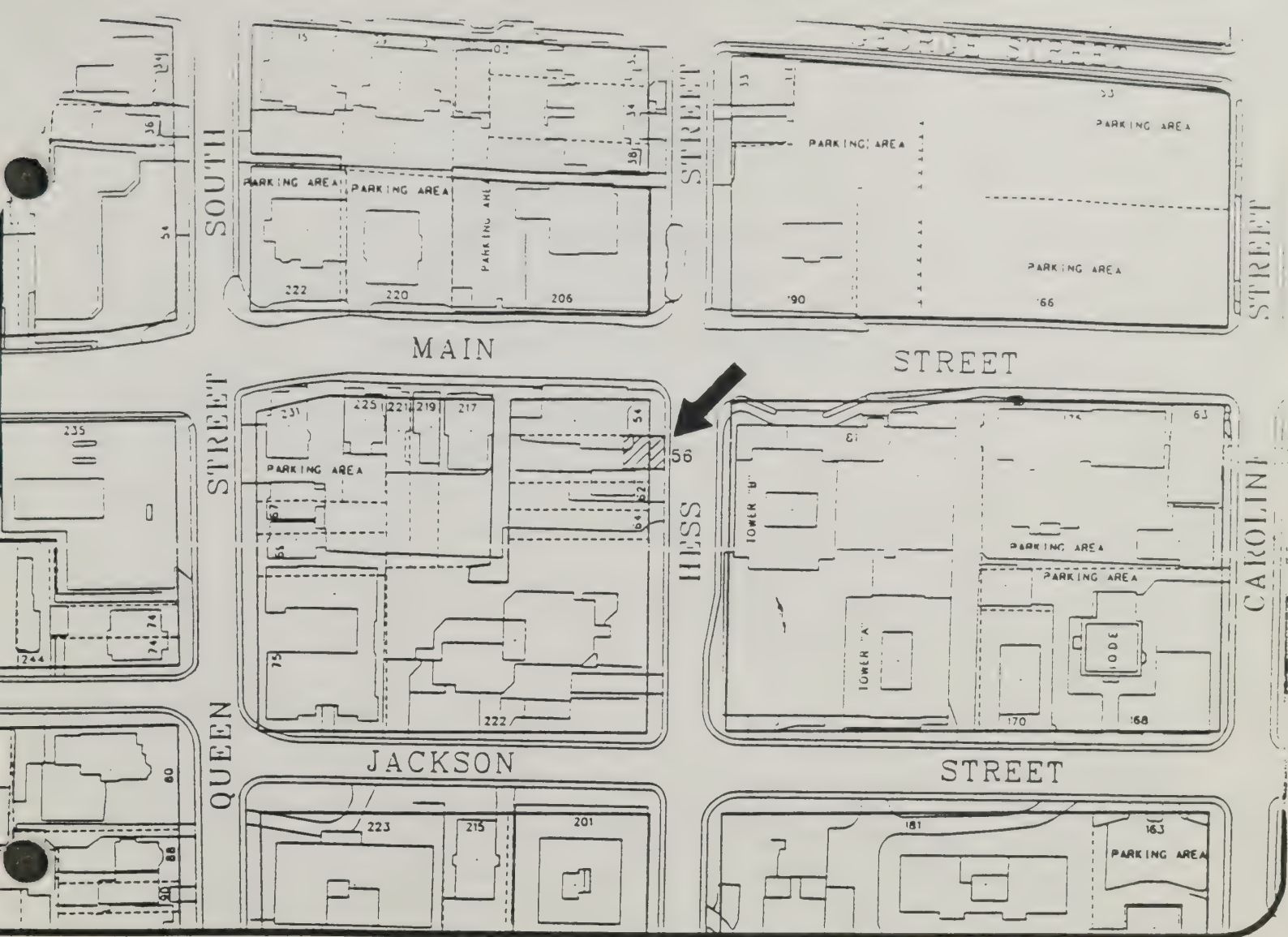
In favour : 15 Opposed: 16 Undecided: 2 No response: 919

Municipal Departments

As the patio has already been operating on private property for four years, and as the seating capacity will not be increased, this Department recommends approval on a one season trial basis.

MJP:

cc: Alderman A. Horwath
cc: Alderman R. Corsini
cc: Alderman G. Copps, Chairperson Pathways Committee
cc: A. Ross, City Treasurer



LOCATION PLAN

56 HESS STREET SOUTH

*Regional Municipality of Hamilton-Wentworth
Regional Transportation Department*

LEGEND



AREA OF PROPOSED OUTDOOR BOULEVARD CAFE

North



Scale

Not to Scale

Reference File No.

T103-69(60)

Date

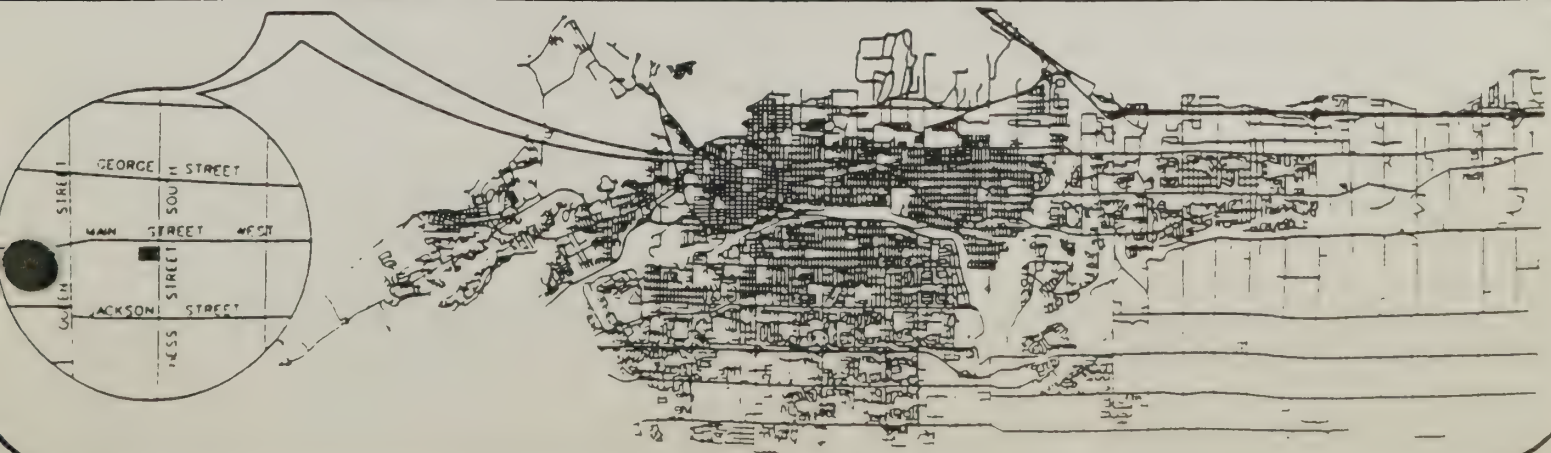
September 23, 1999

North



KEY MAP

Not to Scale



CITY OF HAMILTON
- RECOMMENDATION -

DATE: 2000 January 4
File No. TEC-006-00/ Author: M. Preston

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charles Guthro
Acting Director of Public Works

SUBJECT: Proposed Outdoor Boulevard Cafe
362 Barton Street East (PWT00016)

RECOMMENDATION:

- (a) That the application of J. Ferreira and L. Ferreira, owners of Beira Litoral Café, located at 362 Barton Street East, to erect and maintain an outdoor boulevard café measuring 18' x 9' onto the adjacent Oak Avenue road allowance, be approved, on a one season trial basis, from 2000 May 01 to 2000 October 31, subject to the following conditions:
- i) That the applicants enter into an Outdoor Boulevard Café agreement in a form satisfactory to the Acting Director of Public Works and the Director of Legal Services; and
 - ii) That the applicants pay a processing and registration fee of \$1,135 and a first year annual fee of \$57 plus taxes, if applicable; and
 - iii) That the applicants provide proof of \$5,000,000 public liability insurance, naming the City of Hamilton and holding the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and
 - iv) That the applicants occupy the licensed area of the boulevard from 2000 May 01 to 2000 October 31 only and that all furniture, equipment, etc. be removed from the road allowance at all other times; and
 - v) That the applicants maintain access for the physically challenged utilizing the Barrier Free Design Standards adopted by Council on 1994 October 25; and
 - vi) That the applicants provide proof of a successful application to the Committee of Adjustment to allow the patio to operate in the side yard; and

- (b) That the Mayor and the Municipal Clerk be authorized and directed to execute the Outdoor Boulevard Café Agreement; and
- (c) That at the end of the one-year trial period, staff report back on the status of the café and recommends a continuance of the agreement if appropriate.

Mark B. Hazel for CAO

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

A processing and registration fee of \$1,135 has been paid and an annual fee of \$57 is applicable.

BACKGROUND:

An application has been received from the owners of the Beira Litoral Café, located at 362 Barton Street East, to erect and maintain an outdoor boulevard café. The proposed café will encroach by 18' x 9' onto the Oak Avenue road allowance adjacent to the property.

The practice of this department concerning applications for outdoor boulevard cafes is to circulate to the businesses and residents within a 400' radius and the affected municipal departments and public utility companies for comments and concerns. The results are as follows:

Total number circulated to area residents/businesses: 154

In favour 4 Opposed 31 No response 119

As well as the comment cards returned "opposed", several letters and a neighbourhood petition against this café were received. As some residents sent letters, cards and signed the petition as well, the totals have been altered to reflect only one response per person. Reasons given for opposition were the increase in street parking in an already overcrowded neighbourhood, traffic congestion, noise and the fact that it would be located in a residential area populated by families and children.

Municipal Departments

The Community Planning and Development Department (Building Division) advises that Section 18(11) of the Hamilton Zoning By-law does not permit the patio in the side yard where it is abutting a residential area. As such, a successful application to the Committee of Adjustment is required.

SUBJECT: Proposed Outdoor Boulevard Café
362 Barton Street East (PWT00016)

Page 3

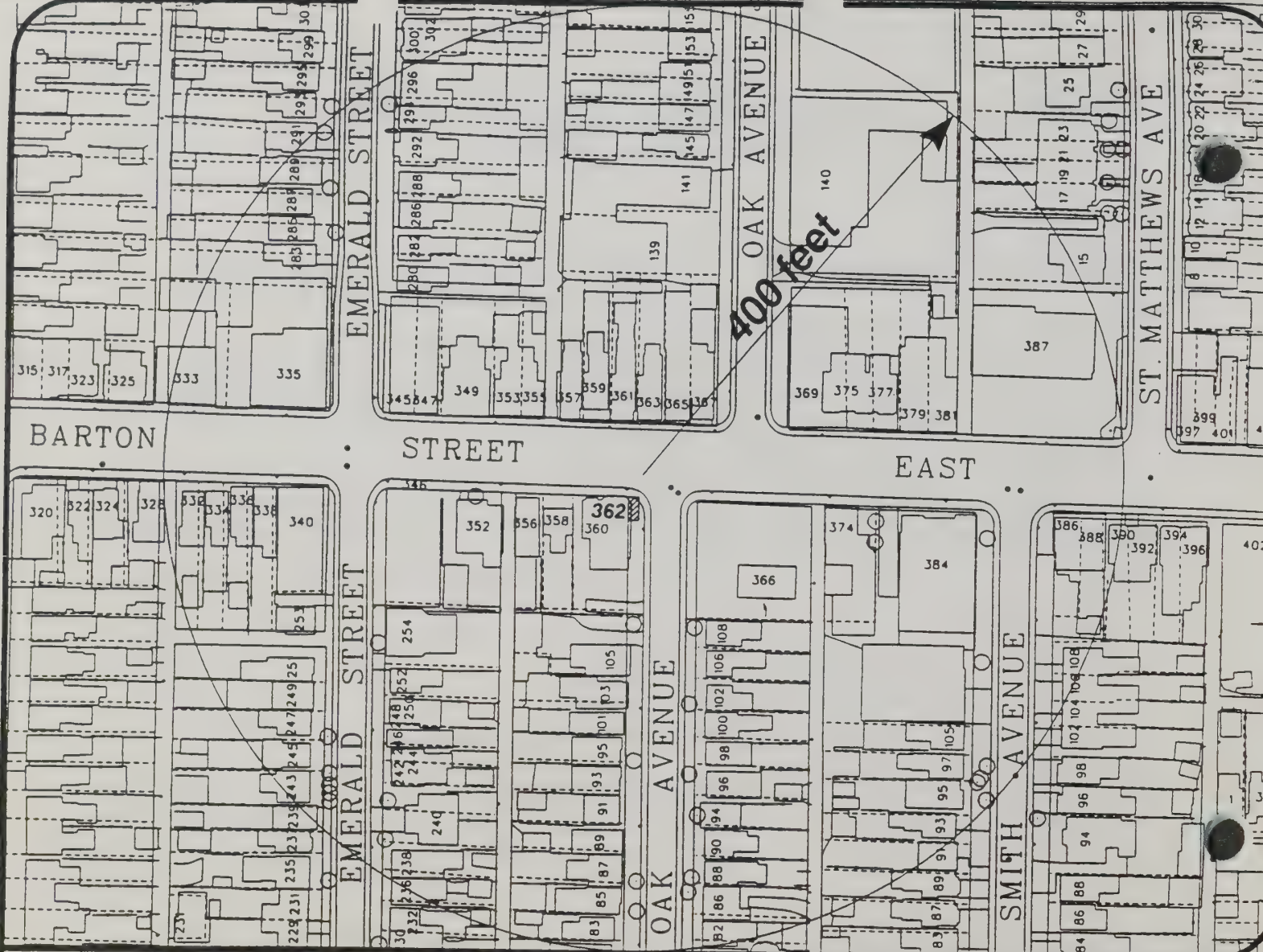
Public Utility Companies

No objections provided access to utility structures is maintained.

Although there is a significant amount of opposition to this request, there are several factors which suggest that granting permission on a one season trial basis is appropriate in this case. Both Ward Aldermen are in agreement with the proposal and as outdoor boulevard cafes are considered an important component in area revitalization efforts, this department recommends that the café be allowed to operate on a trial basis during the 2000 season.

CVB
CVB/MBH/kag

- c.c. Alderman Bernie Morelli, Alderman, Ward 3
- c.c. Alderman Dennis Haining, Alderman, Ward 3
- c.c. Alderman Geraldine Copps, Chairperson Pathways Committee
- c.c. Allan Ross, City Treasurer
- c.c. Tom Redmond, Community Planning and Development Department
(Building Division)



LOCATION PLAN

FOR PROPOSED OUTDOOR
BOULEVARD CAFE

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
REGIONAL TRANSPORTATION DEPARTMENT

LEGEND



AREA OF PROPOSED OUTDOOR
BOULEVARD CAFE

NORTH



SCALE

Not to Scale

DATE

March 16, 1999

REFERENCE FILE NO

T103-69(54)

NORTH



KEY MAP

NOT TO SCALE

Area of Plan



CITY OF HAMILTON

- RECOMMENDATION -

DATE: 2000 January 14
File No. TEC-010-00/ Author: T. Arnold

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charlie Guthro,
Acting Director of Public Works

SUBJECT: Petition to reduce the speed limit on Lake Avenue and
Delawana Drive (PWT00029)

RECOMMENDATION:

That no action be taken on the request to reduce the speed limit on Lake Avenue from Queenston Road to Delawana Drive and on Delawana Drive from Lake Avenue to Centennial Parkway from 50 km/hr to 40 km/hr.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

M. B. Hyslop for C. Guthro

BACKGROUND:

A petition has been forwarded to Alderman Collins from area residents requesting that the speed limit be reduced from 50 km/h to 40 km/h on Lake between Queenston and Lake Avenue School and on Delawana between Lake and Centennial. Staff has reviewed this matter and has the following report:

Speed studies were undertaken on both Lake and Delawana during the first week of September to determine the speed profiles on these roadways. It was determined that the 85th percentile speed of traffic on Lake is 59 km/hr and on Delawana, 49 km/hr. The 85th percentile speed is the speed at which 85 percent of the drivers are driving at or below. Engineering professionals have, over many years, determined that this is the appropriate measurement to use when evaluating speed limits.

In the case of Delawana the results indicate that there is not a problem of speeding traffic, since 85 percent of the traffic is travelling at or below 49 km/hr. The situation on Lake has identified that there is a problem with motorists exceeding the speed limit.

Concern about speeding is usually with motorists who are driving over the speed limit, and merely changing the speed limit to a lower level would not have any effect on

SUBJECT: Petition to reduce the speed limit on Lake Avenue and Page 2
Delawana Drive (PWT00029)

motorists who are exceeding the present speed limit. It has been well documented that reducing the speed limit under these circumstances is ineffective in decreasing vehicle speeds, and only results in an increase in the number of vehicles exceeding the speed limit.

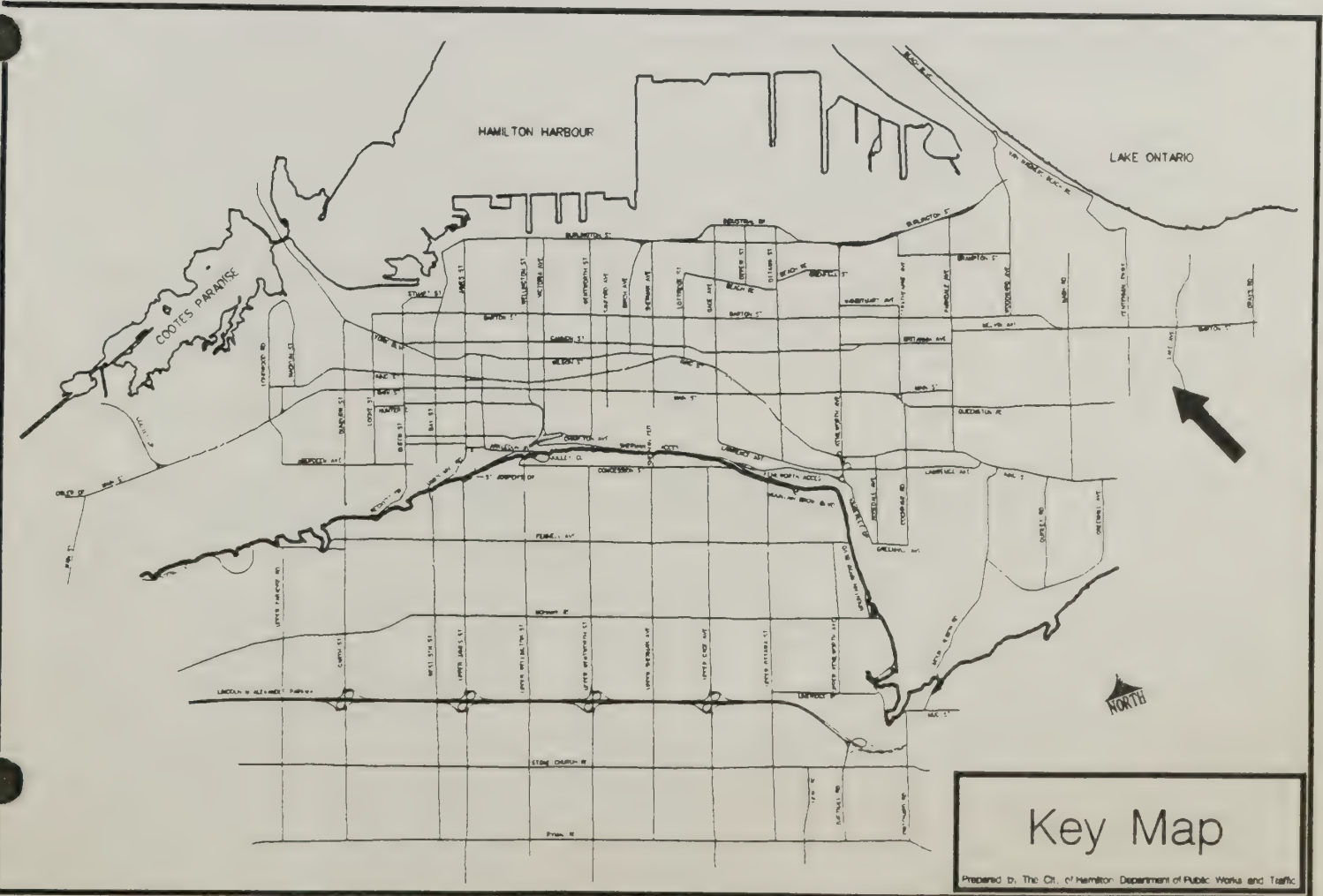
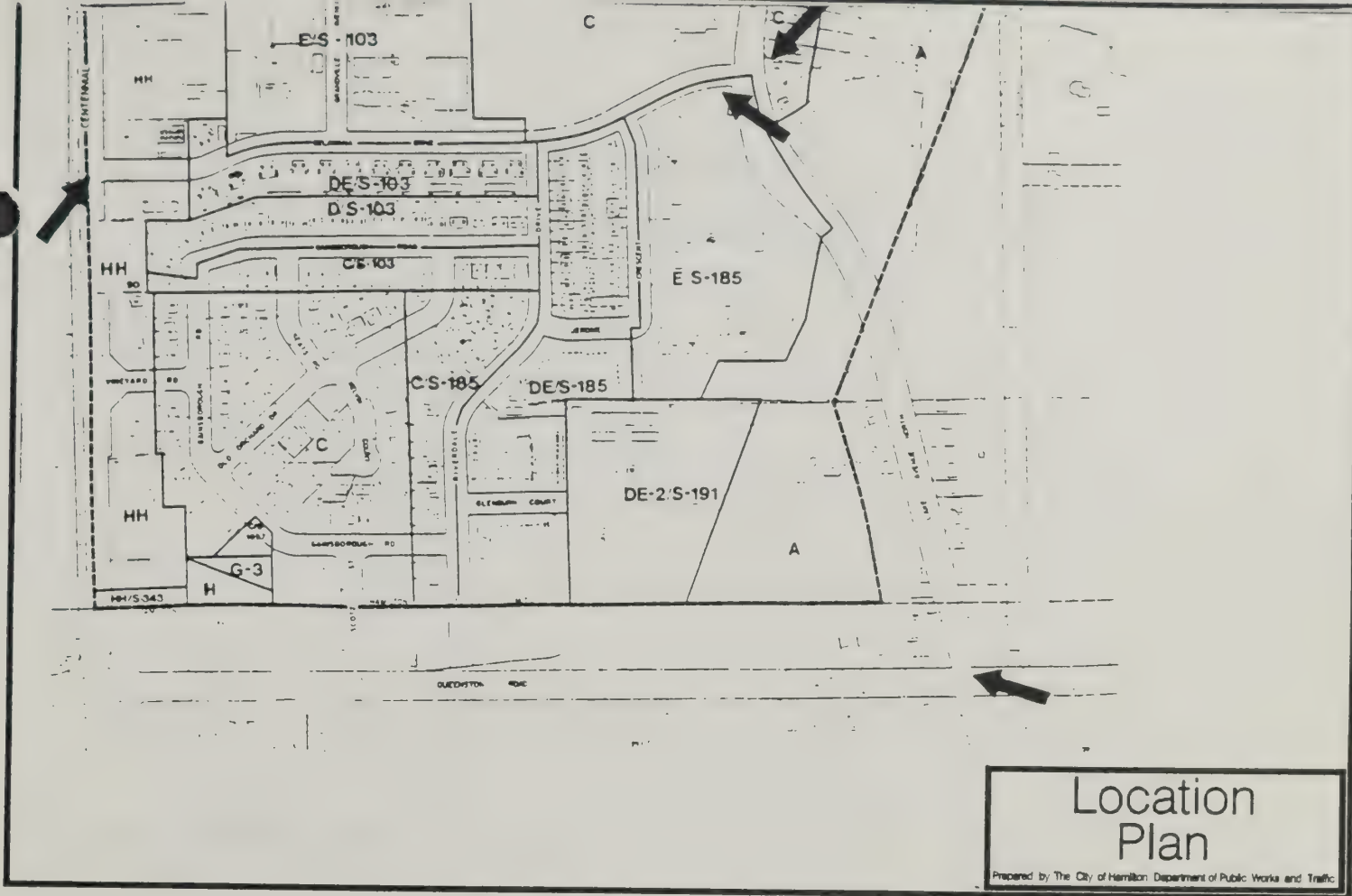
A documented and very relevant case is Lake Avenue, south of Queenston in the City of Stoney Creek. The speed limit on this road is 40 km/hr and was installed in the 1970's. A recent study by Stoney Creek has determined that there is little if any difference in driver speeds for roads posted at 40 km/h or 50 km/hr.

A comparison of the speed characteristics on the 40 km/hr section in Stoney Creek with the data obtained on Lake, north of Queenston identified that traffic volumes are similar on both sections. The average, median and 85th percentile speeds were approximately 4 km/h less on the 40 km/h section of Lake. The number of motorists exceeding the posted speed is 81.5 percent on the 40 km/hr section while it is approximately 77 percent on the 50 km/h section.

It is staff's opinion that the 4 km/h difference is directly related to the road geometrics and not the posted speed. The roadway width on the section north of Queenston is 44 feet or four lanes while south of Queenston the road is only 26 feet wide or two lanes of traffic. It is well known that the narrowing of a roadway is directly related to vehicle speeds.

In conclusion, staff do not support the request for a lower speed limit on either Lake or Delawana. The speed survey shows that there is not a problem on Delawana, thus further action is not required. In order to address the speeds on Lake, the Regional Police have been requested to investigate the concern and take whatever enforcement action they deem necessary and/or appropriate.

TA/MBH/kag



CITY OF HAMILTON
- RECOMMENDATION -

DATE: 2000 January 17
Author: Reg Meiers

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: C. Guthro
Acting Commissioner of Public Works & Traffic

SUBJECT: 2000 Proposed Road and Sidewalk Capital
Improvement Programme (PWT00030)

RECOMMENDATION:

- a) That the Commissioner of Public Works and Traffic and the Commissioner of Transportation be authorized to undertake the works in the 2000 Road and Sidewalk Capital Improvement Programme at an estimated cost of \$5,635,000 on behalf of the City of Hamilton once all the necessary approvals have been received.

M. A. B. Hazel
for
C. Guthro

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above Recommendation.

BACKGROUND:


The 2000-2009 Capital Budget makes a provision in the amount of \$5,635,000 for the reconstruction of roads and sidewalks in the City in 2000. The proposed programme for 2000 is divided into the following sections:

- a) Roads and Abutting Sidewalks
- b) Sidewalks Only
- c) Miscellaneous Projects
- d) Supplementary List

The projects in the programme have been reviewed by the Public Works and Traffic, Transportation and Environment Departments. All of the necessary work on the underground and overhead services will be undertaken prior to or at the time of the road reconstruction.

A report will be submitted to the Committee in March with a list of streets to be considered for hot-in-place asphalt recycling as noted under Section C, Miscellaneous Projects.

Based on the above considerations, the proposed 2000 Capital Improvement Programme is as shown on attached Schedule "A".


RPM/rb
attachment

- c.c. A. Ross, General Manager, Finance Department
- c.c. E. M. Gill, Senior Director, Roads Division
- c.c. L. Gohier, Director of Water and Wastewater

CITY OF HAMILTON
2000 ROAD AND SIDEWALK IMPROVEMENT PROGRAMME

A. Roads and Abutting Sidewalks

<u>STREET</u>	<u>FROM</u>	<u>TO</u>	<u>COMMENTS</u>	<u>ESTIMATE</u>
Adeline Avenue	Main	Britannia	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer work 1999 carry over	\$500,000
Duncombe Avenue	Seven Oaks	Holt	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer and watermain work 1999 carry over	\$340,000
East 33 rd Street	Fennell	Queensdale	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer work 1999 carry over	\$420,000
Edith Avenue	Broker	Nova	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer and watermain work 1999 carry over	\$496,000
Ferndale Avenue	Dunkirk	Dundonald	-road reconstruction-sidewalk reconstruction-both sides – 1999 carry over	\$355,000
Hester Street	Upper James	Upper Wellington	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional watermain work – 1999 carry over	\$576,000
Stewartdale	Greenhill	Montrose	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional watermain work - 1999 carry over	\$500,000
West 1 st Street	Fennell	Richwill	-road reconstruction-sidewalk reconstruction -both sides-in conjunction with Regional sewer and watermain work – 1999 carry over	\$700,000
TOTAL A				\$3,887,000

B. Sidewalks Only

<u>STREET</u>	<u>FROM</u>	<u>TO</u>	<u>COMMENTS</u>	<u>ESTIMATE</u>
King Street	Rosewood	Parkdale	-sidewalk reconstruction-both sides -in conjunction with Regional work	\$169,000
Gledhill Crescent	Galt	Brigadoon	-sidewalk reconstruction-both sides	<u>\$173,000</u>
		TOTAL B		\$342,000

C. Miscellaneous

<u>DESCRIPTION</u>	<u>ESTIMATE</u>
Catch basin and drain connections in conjunction with Regional sewer projects	\$ 10,000
Pavement Management System - annual update	\$ 40,000
Streetlighting - various locations	\$ 300,000
Hot-in-place asphalt recycling - various locations	\$1,000,000
Tree planting in conjunction with reconstruction projects	<u>\$ 56,000</u>
TOTAL C	\$1,406,000
	GRAND TOTAL
	\$5,635,000

D. Supplementary List - Streets may be done in the order listed if residual funds are available

<u>STREET</u>	<u>FROM</u>	<u>TO</u>	<u>COMMENTS</u>	<u>ESTIMATE</u>
Delevan Crescent	Seven Oaks	Seven Oaks	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional watermain work 1999 carry over	\$235,000
Ferguson Avenue	King William	Wilson	-road reconstruction-sidewalk reconstruction-both sides in conjunction with Regional watermain work	\$513,000
Laurier Avenue	South Bend	South Bend	-road reconstruction-sidewalk reconstruction-both sides	\$649,000
Laurier Avenue	Columbia	South Bend	-road reconstruction-sidewalk reconstruction-both sides-in conjunction with Regional watermain work	\$373,000
Cloverdale	Montrose	Dunkirk	-sidewalk reconstruction-both sides	\$ 84,000
Crane Court	whole court		-sidewalk reconstruction-both sides	\$ 94,000
Goldfinch Road	Bobolink	Jay	-sidewalk reconstruction-both sides	\$136,000
Kings Forest Avenue	Broker	Fennell	-road reconstruction-sidewalk reconstruction -both sides-in conjunction with Regional sewer work	\$469,000
Martha Street	Lewis	Oriole	-road reconstruction-sidewalk reconstruction -both sides-in conjunction with Regional watermain work	\$445,000
Blair Avenue	Melvin	Martha	-road reconstruction-sidewalk reconstruction -both sides-in conjunction with Regional watermain work	\$354,000
Strathcona Avenue	King	York	-road reconstruction-sidewalk reconstruction -both sides-in conjunction with Regional watermain work	\$525,000
Rosedene Avenue	Upper James	Belvidere	-road reconstruction-sidewalk reconstruction -both sides-in conjunction with Regional sewer work	\$428,000

D. Supplementary List - Streets may be done in the order listed if residual funds are available

<u>STREET</u>	<u>FROM</u>	<u>TO</u>	<u>COMMENTS</u>	<u>ESTIMATE</u>
Wycliffe Avenue	Searle	Belvidere	-road reconstruction-sidewalk reconstruction -both sides-in conjunction with Regional sewer work	\$311,000
Searle Street	Rosedene	Wycliffe	-road reconstruction-sidewalk reconstruction -both sides-in conjunction with Regional sewer work	\$ 70,000
Wildewood Avenue	Brentwood	Kingslea	-road reconstruction-sidewalk reconstruction -both sides-in conjunction with Regional sewer work	\$252,000
Howard Avenue	South Bend	north end	-road reconstruction-sidewalk reconstruction -both sides	<u>\$249,000</u>
		TOTAL D		\$5,187,000

00 01 17

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 2000 January 14
File No. TEC-013-00 / Author: M. Hazell

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charles Guthro
Acting Director of Public Works

SUBJECT: Request for Approval to Hire School Crossing Guards (PWT00028)

RECOMMENDATION:

That Community Traffic and Parking Services be authorized to hire, on a temporary basis, School Crossing Guards as needed in order to ensure that all School Crossing Guard locations are attended and that the public safety is not jeopardized.

*Mark B. Hazell for
C. Guthro*

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 2000 operating budget to maintain the current approved complement.

BACKGROUND:

The City of Hamilton administers the School Crossing Guard Program for Hamilton as well as the area municipalities of Ancaster, Dundas and Flamborough, which presently includes approximately 200 School Crossing Guards who are permanent, part-time employees. Approximately 35 to 50 new School Crossing Guards are hired every year as a result of staff turnover.

In order to ensure the safety of children, it is necessary to replace School Crossing Guards immediately, on an as needed basis.

MBH/kag

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 2000 January 18
File No. TEC-009-00 / Author: Various

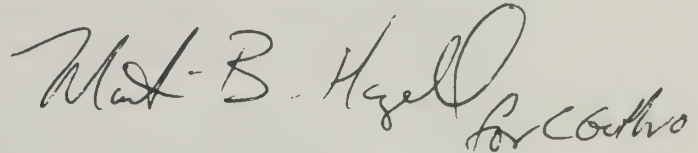
REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charles Guthro
Acting Director of Public Works

SUBJECT: Routine Amendments to the City Traffic By-law 89-72
Transport and Environment Committee Meeting 2000 January 31st
(PWT00034)

RECOMMENDATION:

That the requests for routine amendments listed herein be approved and that an appropriate by-law to amend the City Traffic By-law 89-72 be passed and enacted.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

N/A

BACKGROUND:

Staff has received several requests/petitions for routine changes to existing on-street parking regulations and/or intersection control on City streets. Staff has investigated and concurs with the following requests.

1. Ward 2

- (a) Staff has received a petition requesting that the existing full-time "One Hour Parking Time Limit" regulation on the south side of Forest between Wellington and Aurora be removed to allow unrestricted parking. The petition has been signed by representatives of eight of the eleven properties abutting the block, all of whom support the requested amendment.

2. Ward 3

- (a) Mr. Ogxton, 129 Afton Avenue, has requested that the reserved "Permit Parking" regulation on the north side of Afton in front of his home be removed, as his wife has passed away.
- (b) Mr. Joe Suter, 61 Niagara Street, has requested that a "No Stopping" driveway clearance be implemented on the west side of Niagara in the area of his business' driveway to facilitate turning movements of trucks accessing the auto yard.
- (c) Mr. Stanley Kruchka, 151 Avondale Street, has requested the implementation of a reserved "Permit Parking" regulation on both sides of Avondale, since he is disabled. Presently, there is an "Alternate Side Parking" regulation on Avondale. Mr. & Mrs. MacKinnon, 152 Avondale Street, have advised that they support the request.
- (d) Mr. Don Bilodeau, 17½ Primrose Avenue, has requested the implementation of a reserved "Permit Parking" regulation on the north side of Primrose in front of his home, since he is disabled.
- (e) Ms. Mary Caissie, 14 Arthur Avenue North, has requested the implementation of a reserved "Permit Parking" regulation on the east side of Arthur in front of her home, since she is disabled.

MBH/kag

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 2000 January 12
File No. TEC- 008-00 / Author: G. Kirchknopf

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charlie Guthro
Acting Director of Public Works

SUBJECT: Neighbourhood Watch Program for the Stinson Neighbourhood
(PWT00026)

RECOMMENDATION:

- (a) That the Stinson Neighbourhood be designated as a Neighbourhood Watch Area; and
- (b) That Neighbourhood Watch signs for the Stinson Neighbourhood be erected and maintained by the Department of Public Works and traffic, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and
- (c) That the necessary funds be charged to the Neighbourhood Watch Program, Account No. COHAM-55301-466010.

Mark B. Hazel for Guthro

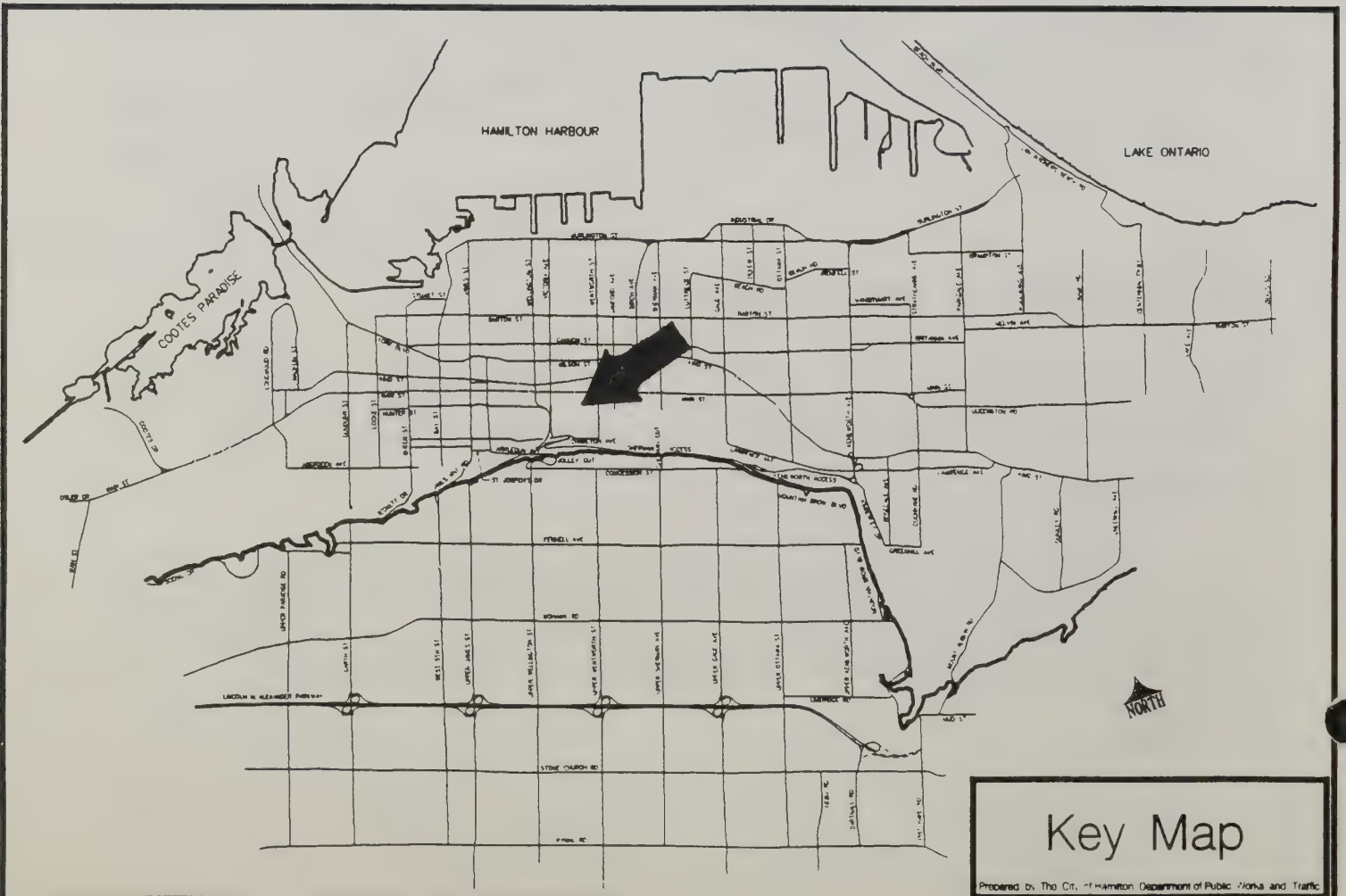
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The estimated cost of the signs is \$300.00 and funds are available for this purpose in the Neighbourhood Watch Program account. The balance remaining in the Neighbourhood Watch Program account would then be approximately \$2,700.00.

BACKGROUND:

The Regional Police Department has confirmed that the Stinson Neighbourhood has an active Neighbourhood Watch Program, and has requested that the neighbourhood be signed accordingly. Sufficient funds are available for the erection of Neighbourhood Watch signs in this neighbourhood. Therefore, staff concurs with this request.

GK/MBH
GK/MBH/str



- INFORMATION -

DATE: 2000 January 7
File No. TEC-007-00 / Author: M. Hazell

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charles Guthro
Acting Director of Public Works

SUBJECT: Parking for Services in Kind (PWT00025)

BACKGROUND:

The City Council, on 1998 June 22, approved a process to continue the practice of exchanging parking privileges in municipal off-street parking lots for parking advertising, season tickets, etc. to various community events, in accordance with the following conditions:

- that all event tickets be held and made available to members of City Council for charitable purposes only; and
- that tickets not requested by members of Council within 48 hours of the event be forwarded to charitable organizations such as Big Brothers and Big Sisters; and
- that staff be directed to report to the Transport and Environment Committee annually via an information report advising how and by whom all event tickets were used during the previous year; and
- That the advertising panels at Ivor Wynne Stadium, Copps Coliseum and other facilities be reserved for advertising City sponsored events."

To date, the City Council has approved "parking for services in kind" for the Hamilton Bulldogs Hockey Club, the Hamilton Tiger-Cats and Opera Hamilton. The practice of distributing these tickets to charitable organizations has been very well received.

Attached to this report as Appendix "A" is a complete listing of the members of Council and the charitable organizations to which tickets were distributed to in 1999.

MBH/kag
Attachs.

Mark B. Hazell
for C Guthro

APPENDIX "A"

TIGER-CAT FOOTBALL TICKETS 1999 SEASON – SUMMARY

NAME	ORGANIZATION	NO. OF TICKETS
G. Hawes-Cook	North End Children Centre	38
J. Wheeler	Salvation Army	17
Alderman Dennis Haining	North Central Community Association – Night Out (6) Lansdale & Beasley Neighbourhood Watch – Night Out (6) Stinson Neighbourhood – Night Out (2) Scott Park Youth Baseball (2) Pumpkin Patch Festival/ St Clair Community Council (4)	20
Alderman Chad Collins	Riverdale Night Out (4) Rosedale Comm. Council (6) Sean O'Sullivan Bocci Tournament – Night Out (4) Neighbourhood Night Out (8)	22
Alderman Bernie Morelli	June Yurkiw (2) Stella Woock – Lansdale Community (2) Holy Name of Jesus School (2)	6
Don Mandryk	Derby Open (Camp Trillium and Ward 396 Henderson Hospital)	8
Stella Woock	Lansdale Community	5
Alderman Bill Kelly	Our Lady of Lourds Parent Council	6
Kim Connelly	St. Joan of Arc School – Family Outing	6
Cathy O'Neill	Ronald McDonald House	25

* 17 comp. tickets available per game

OPERA HAMILTON TICKETS SUMMARY FOR 1999

Name	Organization	No. of Tickets
Alderman Tom Jackson	Trenholme Bocci Association President: M. Valeri	4
	Volunteer Appreciation Frank Quaranta	2
	Dan Menechella	2
	Lisgar Bocci Association Volunteer Appreciation Peter Cochiari	4
Cathy O'Neill	Ronald McDonald House	4

*4 comp. tickets available per Opera

BULLDOGS HOCKEY TICKETS SUMMARY FOR 1999

Name	Organization	No. of Tickets
G. Hawes-Cook	North End Children Centre	48
Lynda Marchese	Chedoke Child & Family Treatment Program	6
Richard Abbot	Family Services	24
Cathy O'Neill	Ronald McDonald House	30
Stella Woock	Lansdale Community	24
C. Wheeler	Salvation Army	18
Alderman Bob Charters	Children Assessment & Treatment	6

* 6 comp. tickets available per game

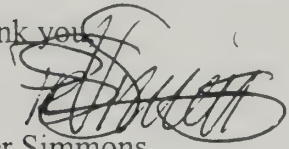
January 21, 2000

Corporation of the City of Hamilton
Attention: City Clerk

RE: CP Rail Yard - Longwood Road and Aberdeen Avenue

Please be kind enough to provide a copy of the attached to the Chair and members of the Transport and Environment Committee for their respective information.

Thank you



Peter Simmons
121 Hyde Park Ave.
Hamilton, Ont.
L8P 4M8

c. Alderman Caplan, Alderman Kiss

JAN 26 2000
JL Jml CB
CB

January 21, 2000

CP Rail/St. Lawrence & Hudson Railway
P.O. Box 6042
Succursale, Centre-Ville
Montreal, Quebec, H3C 3E4

Attention Customer Complaints

Re: Noise Complaint - Longwood Road at Aberdeen Avenue - Hamilton, Ontario

On January 18, 2000 I called the St. Lawrence & Hudson Railway and registered my complaint concerning excessive, early morning noise from locomotive activity at a work yard at Longwood Road and Aberdeen Avenue in Hamilton, Ontario. My complaint clearly stated that on two separate occasions, specifically January 08, 2000 at approximately 0330 hours, and January 15, 2000 at approximately 0430 hours, I was awakened by locomotive noise in and around the Longwood Yard. That situation repeated itself on January 20, 2000 when I was awakened at 0530 am and again at 0630 am by the same locomotive noises. I called your offices on January 20, 2000 to, again, register a noise complaint associated with locomotive activity in and around the Longwood Yard.

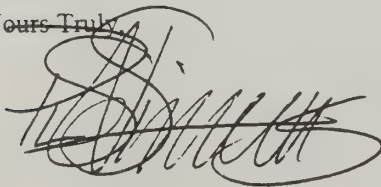
Being awakened by locomotives operating in your work yard at the Longwood location is unacceptable, and a complete and total invasion of my family's privacy and enjoyment of property. It is equally safe to say that the same negative impact is made on others in the neighbourhood.

I am requesting, through this letter, that you impose an immediate restriction and cease all locomotive activity between 2300 hours (11 p.m.) and 0700 hours (7 am) at the Longwood location and surrounding vicinity. This would be in accordance with municipal bylaws and regulations imposed on all citizens, corporate and otherwise, within the City of Hamilton.

Your company has an obligation to the neighbourhood, the community and the City of Hamilton to act responsibly. Your company also has a corporate and civic responsibility to act in accordance with professional standards and respect the communities and environments affected by your plans and activities. Your company's decision to not seek input, feedback or voice from the surrounding neighbourhoods to what are now enacted operational plans that increased activity in the Longwood Yard can only be construed as indifference to the concerns and enjoyment of life and property by the families in the affected community. I, like many others in the neighbourhood, am taking this matter very seriously, and ask that you do likewise and respect the request mentioned above.

I look forward to your written response to the request, and the entire matter.

Yours Truly,



Peter Simmons
121 Hyde Park Avenue
Hamilton, Ontario L8P 4M8
(905) 524-5867

cc. David Collenette, Minister of Transport (Federal)
Stan Keyes, MP (Hamilton West)
David Turnbull, Minister of Transportation (Provincial)
Tony Clement, Minister of Environment (Provincial)
David Christopherson, MPP (Hamilton West)
Mayor Bob Morrow
Alderman Caplan and Alderman Kiss - City of Hamilton
Chair and Members of the Transport and Environment Committee (City of Hamilton)
Kirkendall Neighbourhood Association
Eric McGuinness, The Hamilton Spectator

Earth Day Hamilton
17 Head St.
Hamilton, Ontario L8R 1P8

January 25th, 2000

Peter Dunn
Waste Management Coordinating Committee
Region of Hamilton-Wentworth
Hamilton City Hall
Hamilton, Ontario



Dear Mr. Dunn:

The town of Dundas has scheduled their 2000 Reuse-a-rama event for the first week of May. I propose the remaining communities hold the event on the weekend of April 29th and 30th, 2000.

Earth Week(s) - April 15th to 30th, extended over two weeks due to the holidays

Earth Day - Saturday, April 22nd

Earth Day Eco-festival - April 27th @ Copps Coliseum

Reuse-a-rama - April 29th and 30th (May 1st to 5th Dundas)

I thank you for your continued support of Earth Day. Should you have any concerns, please call me at 545-5577.

Sincerely,

Larry Pomerantz
Earth Day Hamilton Coordinator

cc Dave Wilson, Don Heintz, Chris Firth-Eagland, Richard Tupholme, John Hamilton, Blair Smith, Catherine Reisiger, Paul Cripps, Regional Chairman Terry Cooke, Phil Jensen, Susan Alexander, Mayor Bob Morrow, Kevin Christenson

OFFICE OF THE MUNICIPAL CLERK	
JAN 26 2000	
TO :	DATE :
FROM :	DATE :
SUBJECT :	DATE :
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**URBAN
MUNICIPAL**

The Urban Municipal Collection
2nd Floor
Hamilton Public Library



NOTICE OF SPECIAL MEETING

CITY OF HAMILTON TRANSPORT AND ENVIRONMENT COMMITTEE

**Monday, February 21st, 2000
9:30 a.m.
Room 233, Hamilton City Hall
71 Main Street West, Hamilton**

**Carolyn Biggs
Legislative Assistant**

URBAN MUNICIPAL

FEB 18 2000

AGENDA TO FOLLOW

GOVERNMENT DOCUMENTS

CAY ON HBL AOS
CSIT6
2000



AGENDA

CITY OF HAMILTON Transport and Environment Committee

Monday, February 21, 2000
9:30 a.m.
Room 233, Hamilton City Hall
71 Main Street West, Hamilton

URBAN MUNICIPAL

FEB 23 2000

GOVERNMENT DOCUMENTS

Carolyn Biggs
Legislative Assistant

CALL TO ORDER

1. DECLARATIONS OF INTEREST
2. ADOPTION OF MINUTES – January 31, 2000
3. Outdoor Boulevard Café – 56 Hess Street South (PWT00036)
Note: This report was tabled by the Committee at its meeting held on January 31, 2000.
4. Local Improvement Charges for the Construction of Roads, Curbs, Sidewalks and Alleys (PWT00040)
5. CONSENT AGENDA
 - 5.1 Local Improvement By-law – Construction of a Concrete Alley First South of Main Street West, from Thorndale Street South to Norfolk Street South (PWT00041)
 - 5.2 Local Improvement By-law – Construction of a Concrete Alley First South of Markland Street, from Chilton Place westerly to the North-South Alley (PWT00042)
 - 5.3. Local Improvement By-law – Construction of an Independent Concrete Side-walk on the east side of Main Street West, along the frontage of 1895 Main Street West (PWT00043)

5.4 Information Items

That the following items, be received:

- (a) Enforcement of the Private Property By-law, as amended, and towing "unauthorized motor vehicles" (PWT99088a)**
- (b) Correspondence dated January 26, 2000 from the Ministry of the Environment to CleanSoils Limited, respecting Revocation of Provisional Certificate of Approval for a waste disposal site (processing), A100314 located at Pier 26, Eastport Drive, Hamilton**

6. OTHER BUSINESS

7. ADJOURNMENT



MINUTES

CITY OF HAMILTON Transport and Environment Committee

Monday, January 31, 2000

9:30 a.m.

Council Chambers, Hamilton City Hall
71 Main Street West, Hamilton

Present:	Alderman C. Collins (Chairperson), Alderman D. Wilson (Vice-Chairperson), Aldermen F. D'Amico, A. Horwath, M. Kiss, T. Jackson, B. Morelli
Also present:	C. Guthro, R. Meiers, M. Hazell, M. Preston, C. Biggs
Regrets:	Mayor R. Morrow – City Business Alderman T. Anderson – Regional Business
Alderman C. Collins, Chairperson, called the meeting to order.	

THE FOLLOWING ITEMS WERE RECOMMENDED TO CITY COUNCIL:

1. **Petition to Reduce the Speed Limit on Lake Avenue and Delawana Drive (PWT00029) (Item 4)**
 - (a) That the speed limit on Lake Avenue, from Barton Street East to Queenston Road, be reduced from 50 km/hr to 40 km/hr and that an appropriate by-law to amend City Traffic By-law 89-72 be passed and enacted;
 - (b) That a sub-Committee composed of Aldermen C. Collins, F. D'Amico, M. Kiss, T. Jackson and D. Wilson, be established to work with staff, school parent/teacher councils and safety councils to identify school safety zones and review legislation and bring a report back to the Committee with recommendations.

2. 2000 Proposed Road and Sidewalk Capital Improvement Program (PWT00030) (Item 5)

That the Acting Commissioner of Public Works and Traffic and the General Manager of Transportation, Operations and Environment be authorized to undertake the works in the 2000 Road and Sidewalk Capital Improvement Programme, attached as Schedule "A", at an estimated cost of \$5,635,000 on behalf of the City of Hamilton once all the necessary approvals have been received.

3. Request for Approval to Hire School Crossing Guards (PWT00028) (Item 6)

That Community Traffic and Parking Services be authorized to hire, on a temporary basis, School Crossing Guards as needed in order to ensure that all School Crossing Guard locations are attended and that the public safety is not jeopardized.

4. Routine Amendments to the City Traffic By-law 89-72 – January 31, 2000 (PWT00034) (Item 7.1)

That the requests for routine amendments as listed herein be approved and that an appropriate by-law to amend the City Traffic By-law 89-72 be passed and enacted.

5. Neighbourhood Watch Program for the Stinson Neighbourhood (PWT00026) (Item 7.2)

- (a) That the Stinson Neighbourhood be designated as a Neighbourhood Watch Area; and
- (b) That Neighbourhood Watch signs for the Stinson Neighbourhood be erected and maintained by the Department of Public Works and traffic, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and
- (c) That the necessary funds be charged to the Neighbourhood Watch Program, Account No. COHAM-55301-466010.

THE FOLLOWING ITEMS NOT REQUIRING COUNCIL APPROVAL WERE ADOPTED AND/OR NOTED:

(a) Declarations of Interest (Item 1)

None declared.

(b) **Adoption of Minutes - January 6 and 17, 2000 (Item 2)**

That the Minutes of the meetings of the Transport and Environment Committee held on January 6 and 17, 2000, be adopted.

(c) **Public Meetings**

(i) **Proposed Outdoor Boulevard Café – 56 Hess Street South, Hamilton (PWT00036) (Item 3.1)**

That Report PWT00036 respecting the application of Berg Corp., operating as Doors Pub and Pizzeria at 56 Hess Street South, for a proposed extension to the outdoor boulevard café, be tabled to allow for the opportunity for staff and the Ward Aldermen to meet with the residents in an attempt to resolve concerns of the residents.

Noted for the information of the Committee respecting Item (c)(i)

Subsequent to hearing a presentation from staff, Mr. Bruce Bergland, owner of 56 Hess Street South, addressed the Committee in support of his application for an extension to the outdoor boulevard café.

The Committee received presentations from the following residents, expressing their strong opposition to the application:

- (i) Pamela Bragoli, 1606-222 Jackson Street West;
- (ii) Jim Bell, 1401-222 Jackson Street West;
- (iii) Ruth Chisholm, 606-222 Jackson Street West; and,
- (iv) Lillian Wilson, 406-222 Jackson Street West.

The Committee also received a written submission from Edward and Diane Kantowski, expressing their opposition to the application.

(ii) **Proposed Outdoor Boulevard Cafe – 362 Barton Street East, Hamilton (PWT00016) (Item 3.2)**

That Report PWT00016 respecting the application of J. and L. Ferreira, owners of Beira Litoral Café at 362 Barton Street East, to operate an outdoor boulevard café, be tabled to allow for the opportunity for staff and the Ward Aldermen to meet with the residents, applicant and B.I.A. in an attempt to resolve concerns of the residents.

Noted for the information of the Committee respecting Item (c)(ii):

Following a staff overview, the Committee received a presentation from Thelma Gravis, 358 Barton Street East, expressing her opposition to the application for an outdoor boulevard café at 362 Barton Street East.

The Committee also received written submissions from the following residents, expressing opposition to the application:

- (a) Brenda Pickett, 246 Emerald Street North;
- (b) Hans Lieferink, 82 Oak Avenue;
- (c) Bill Powell, Executive Director, Hamilton Wentworth Creative Arts; and,
- (d) Virgilio and Mario Neto, 105 Oak Avenue.

(d) Other Business

Dumping of Bulk Refuse on City Streets (New Business – No Copy)

Staff was directed to bring a report back identifying areas in the City where illegal dumping of bulk refuse occurs and the cost recovery through enforcement.

(e) Information Items (Item 7.3)

That the following items, be received:

- (i) Parking for Services in Kind (PWT00025)
- (ii) Correspondence dated January 21, 2000 from Mr. P. Simmons respecting CP Rail Yard – Longwood Road and Aberdeen Avenue
- (iii) Correspondence dated January 25, 2000 from L. Pomerantz, Earth Day Hamilton Co-ordinator, respecting 2000 Reuse-a-rama event

Note: The meeting of the Transport and Environment Committee adjourned at 11:05 a.m.

Respectfully submitted

**Alderman C. Collins, Chairman
Transport and Environment Committee**

Carolyn Biggs
Legislative Assistant
January 31, 2000

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 2000 January 25
File No. TEC-014-00 / Author: M. Preston

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charles Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: Outdoor Boulevard Café
56 Hess Street South (PWT00036)

RECOMMENDATION:

- (a) That the application of Berg Corp operating as Doors Pub and Pizzeria, to extend an existing outdoor boulevard café in front of 56 Hess Street South to incorporate 16' x 30' of the Hess Street South road allowance, be approved on a trial basis, from 2000 May 1 to 2000 October 31, subject to the following conditions:
- i) That the applicant enter into a Boulevard Cafe agreement in a form satisfactory to the Acting Commissioner of Public Works and Traffic and the Director of the Legal Services Department; and
 - ii) That the applicant pay a registration fee of \$50 and an annual fee to be determined by the Real Estate Division, Legal Services Department, at such time as the current moratorium on encroachment fees ends; and
 - iii) That the applicant provide proof of \$5,000,000 public liability insurance, naming the City of Hamilton and holding the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and
 - iv) That the applicant occupy the licensed area of the boulevard from 2000 May 1 to 2000 October 31 and that all furniture, equipment, etc. be removed from the road allowance at all other times; and
 - v) That the applicant provide access for the physically challenged utilizing the Barrier Free Design Standards adopted by Council on 1994 October 25; and

SUBJECT: Outdoor Boulevard Café
56 Hess Street South (PWT00036)

Page 2

- (b) That the Mayor and Municipal Clerk be authorized and directed to execute the Boulevard Café Agreement; and
- (c) That at the end of the trial period, staff report back and recommend a continuance of the agreement if appropriate.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Mark B. Hage for CGHro

As there is an existing moratorium on encroachment fees in the downtown core, the applicant is responsible for only the \$50 document registration fee. At such time as the moratorium is lifted, an annual fee will apply.

BACKGROUND:

A request has been received from Berg Corp, operating as Doors Pub & Pizzeria, 56 Hess Street South, to extend an existing outdoor boulevard café to include a portion of the Hess Street South road allowance. The applicant proposes to encroach by 16' X 30' onto the road allowance but the current seating capacity of 30 would not be increased. The boulevard café has been operating on private property for approximately four years.

The results of the notification to all residents and businesses within a 400' radius are as follows:

Total number circulated to area residents/businesses: 952

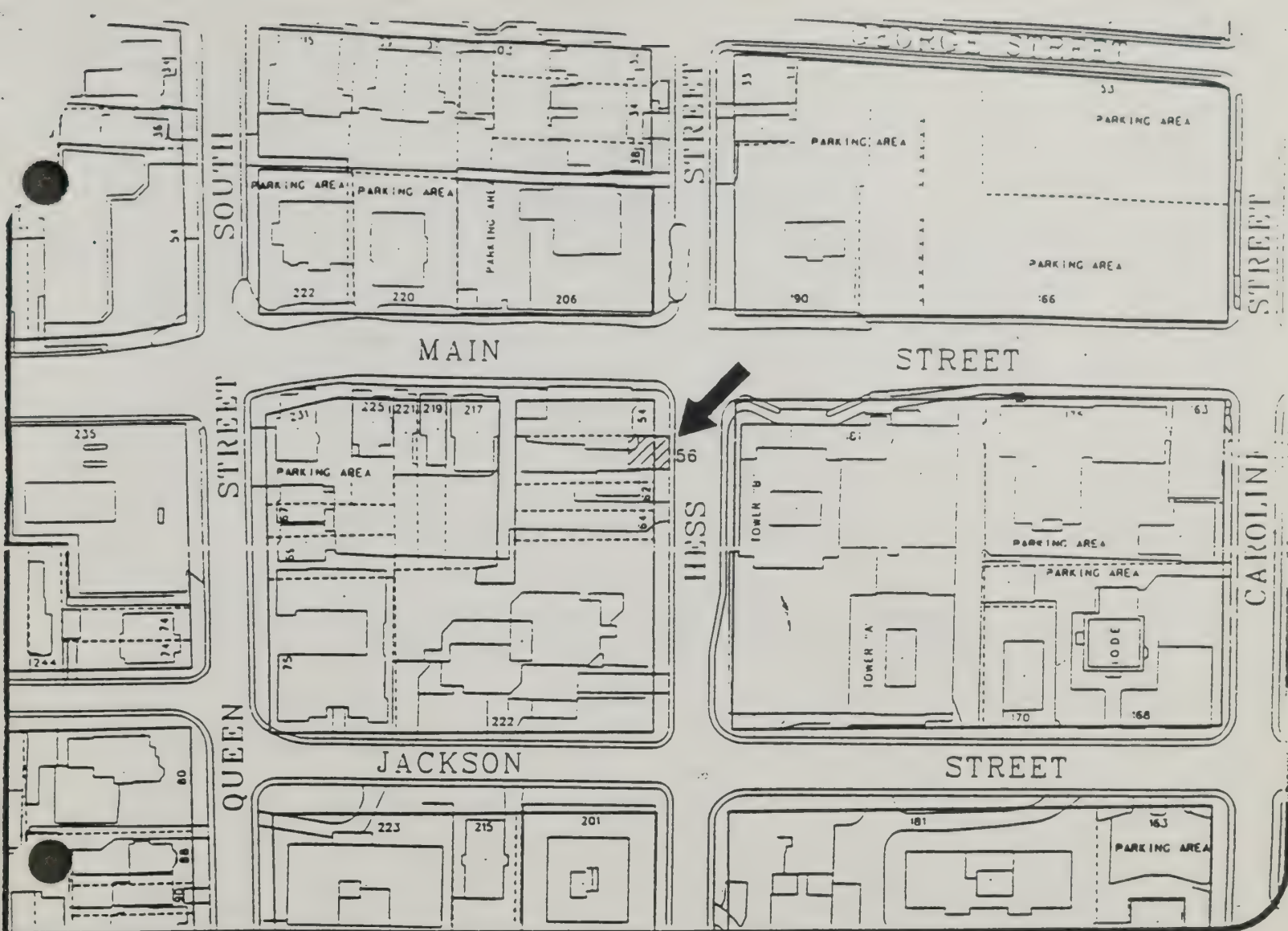
In favour : 15 Opposed: 16 Undecided: 2 No response: 919

Municipal Departments

As the patio has already been operating on private property for four years, and as the seating capacity will not be increased, this Department recommends approval on a one season trial basis.

MJP:

cc: Alderman A. Horwath
cc: Alderman R. Corsini
cc: Alderman G. Copps, Chairperson Pathways Committee
cc: A. Ross, City Treasurer



LOCATION PLAN

56 HESS STREET SOUTH

*Regional Municipality of Hamilton-Wentworth
Regional Transportation Department*

LEGEND



AREA OF PROPOSED OUTDOOR BOULEVARD CAFE

North



Scale

Not to Scale

Reference File No.

T103-69(60)

Date

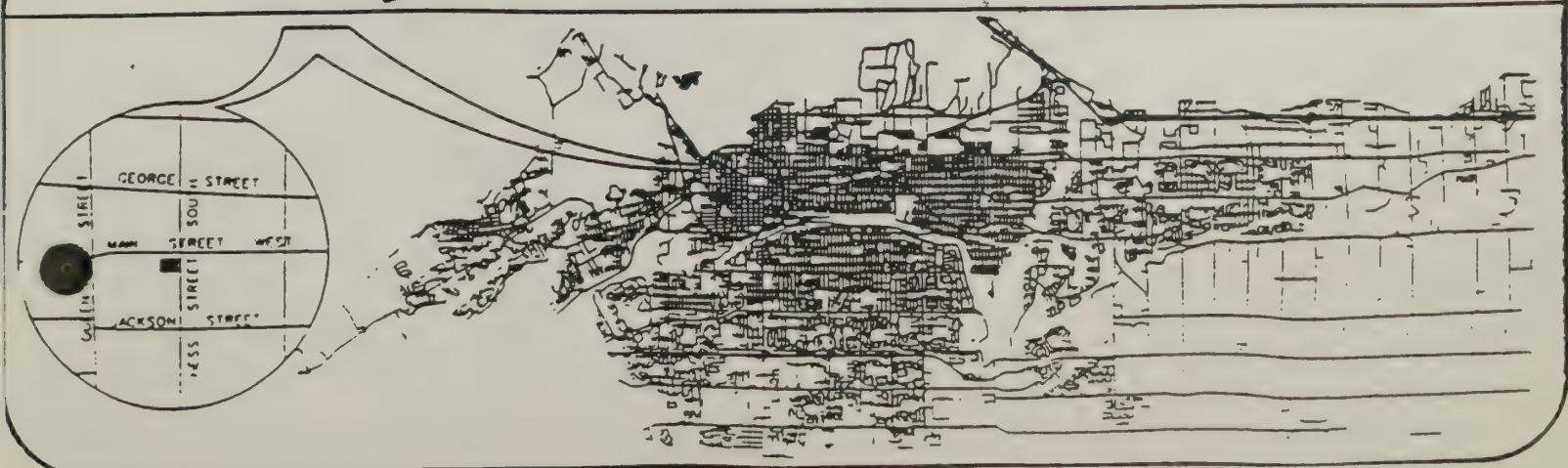
September 23, 1999

North



KEY MAP

Not to Scale



CITY OF HAMILTON
- RECOMMENDATION -

DATE: 2000 January 31
 Author: Reg Meiers

REPORT TO: Chairman and Members
 Transport and Environment Committee

FROM: C. Guthro
 Acting Commissioner of Public Works & Traffic

SUBJECT: Local Improvement Charges for the Construction
 of Roads, Curbs, Sidewalks and Alleys (PWT00040)

RECOMMENDATION:

- a) That the following changes be made in the maximum charges per metre of frontage for local improvement construction:

<u>Item</u>	<u>Maximum Charge per Metre of Frontage</u>	
	<u>Existing 1999</u>	<u>Proposed 2000</u>
i) Curb Only	\$ 74.00	\$ 78.00
ii) Sidewalks Only	\$105.00	\$116.00
iii) Sidewalks and Independent Curbs or Combined Sidewalks and Curbs	\$151.00	\$164.00
iv) Roadway Only	\$256.00	N/A
v) Alleys	\$ 90.00	\$ 94.00
vi) Roadway and Curbs only (Industrial Subdivisions)	\$338.00	N/A

- b) That the Commissioner of Public Works and Traffic be authorized and directed to amend the Local Improvement By-law.

Charles Guthro

Local Improvement Charges for the Construction of Roads, Curbs, Sidewalks and Alleys (PWT00040)

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Based on the 1999 actual average contract prices, increases ranging from four to ten percent are proposed for these rates. The increases are generally attributed to slight increases in unit prices for excavation, concrete and asphalt.

BACKGROUND:

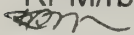
The present local improvement rates were established by Council on February 9, 1999. The proposed 2000 rates reflect the changes in construction costs since the last rates were approved.

On October 12, 1999, Council in adopting Item 8 of the 7th Report of the Transport and Environment Committee excluded roadways as candidates for construction under The Local Improvement Act.

The 2000 rates have been established after reviewing actual 1999 construction costs for the various items. The rates reflect the average rateable cost for a 0.15 metre wide independent concrete curb, 1.5 metre wide concrete sidewalk, and 3.35 metre wide concrete alley.

The new rates are intended for application to projects initiated during 2000. The abutting owners will be charged the actual cost of the works or the proposed maximum rate, whichever is less.

RPM/rb



c.c. A. C. Ross, General Manager, Finance

c.c. A. F. Leitch, General Manager, Transportation, Operations and Environment

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 2000 January 31
Author: Reg Meiers

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: C. Guthro
Acting Commissioner of Public Works & Traffic

SUBJECT: Local Improvement By-Law
Construction of a Concrete Alley First South of Main Street West
From Thorndale Street South to Norfolk Street South (PWT00041)

RECOMMENDATION:

That the attached By-law be enacted to authorize construction of local improvements of a concrete alley first south of Main Street West from Thorndale Street South to Norfolk Street South.

Charles Guthro

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

Construction of this alley as a local improvement was authorized by Council on May 11, 1999, in adopting Item 10 of the 5th Report of the Transport & Environment Committee. Pursuant to that direction, in accordance with the provisions of the Local Improvement Act, the City is entitled to enact this by-law to authorize the works and the collection of the abutting owners' share of the costs by an annual charge added to the tax roll.

The attached by-law is in a form satisfactory to Corporate Counsel.

RPM/rb
RPM/rb
Attach.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 00-

To Authorize:

1. The construction as a local improvement a concrete alley first south of Main Street West from Thorndale Street South to Norfolk Street South, (as described in Schedule "A") upon the petition of the abutting owners pursuant to section 11 of The Local Improvement Act;
2. The imposition of a special assessment upon the lands of the abutting owners in respect of the abutting owners' portion of the cost of the works;
3. The preparation of plans, specifications and reports and the supervision of construction of the said works by the General Manager, Transportation, Operations and Environment.

WHEREAS a petition for the works hereinafter described to be constructed as local improvements has been lodged with the Clerk pursuant to sections 7 and 11 of the Local Improvement Act, R.S.O. 1990, c.L26;

AND WHEREAS at least two thirds of the owners directly abutting the proposed works, representing at least one-half of the value of the lots liable to be specially assessed, have signed and lodged the said petition with the Clerk for presentation to Council for the City to undertake the said works as local improvements;

AND WHEREAS the Municipal Clerk has, as required by the Local Improvement Act, issued his certificate that the said petition sufficiently meets the minimum requirements of the Local Improvement Act;

AND WHEREAS when Council is presented with a sufficiently signed petition for a work, The Local Improvement Act provides that Council may pass a by-law to undertake the works as a local improvement;

AND WHEREAS the Council of The Corporation of the City of Hamilton did decide (in adopting Item 10 of the 5th Report of the Transport & Environment Committee on May 11, 1999) to authorize preparation of this by-law because it is expedient to undertake the works hereinafter described as local improvements pursuant to the petition received from the abutting owners;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Council of The Corporation of the City of Hamilton intends to raise the Corporation's portion of the cost of the works out of its current revenues and, pending payment in full by the abutting owners of the special assessment provided for below, to finance the abutting owners' portion of the costs by borrowing such funds, through the Region's issuance of debentures;

AND WHEREAS the Regional Municipalities Act, (R.S.O. 1990, c.R.8,sec.11) provides that "no area municipality has power to issue debentures", and that Regional Council may borrow money for the purposes of any area municipality;

AND WHEREAS the Ontario Municipal Board Act, (R.S.O.1990,c.O.28,sec.65), states that a municipality shall not authorize any work the cost of which is to be raised in a subsequent year or years until the approval of the Board has first been obtained.

AND WHEREAS the Local Improvement Act (sec.53(7)) states that the amount of monies borrowed to respect of the abutting owners' portion of the cost of the works "...shall not be deemed to be part of the existing debenture debt of the Corporation within the meaning of the provisions of the Municipal Act limiting the borrowing powers of the municipality";

AND WHEREAS Ontario Regulation 710/92 prescribed pursuant to the Municipal Act, (R.S.O.1990,c.M.45), establishes a limit for the City of Hamilton's debt obligations which do not require approval of the Ontario Municipal Board;

AND WHEREAS the financial commitments, liabilities and debts of the local improvements works listed herein, being financed by debentures to be issued by the Region on behalf of the City, together with the City of Hamilton's other financial obligations and debts, do not exceed the City's maximum permitted debt and financial obligation limit prescribed by Ontario Regulation 710/92 and therefore, approval of the Ontario Municipal Board to issuance of debentures by the Region hereinafter described is not required;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the following described works may be proceeded with under The Local Improvement Act, at an estimated cost not to exceed \$39,000.00.

The construction of a concrete alley first south of Main Street West from Thorndale Street South to Norfolk Street South at the cost not exceeding those set out below:

City's portion of the cost	\$31,863.00
Owners' portion of the cost	<u>\$7,137.00</u>
Total Estimated cost of the works	<u>\$39,000.00</u>
Estimated Cost per metre frontage payable by the abutting owners in Fifteen (15) annual instalments	\$ 90.00

2. The portion of the estimated costs of the said works in the amount of \$7,137.00 shall be borne by the owners of the lands abutting directly on the works and the said estimated cost per metre shall be rated and specially assessed upon the lots abutting directly on the works, according to the extent of their respective frontages therein, by an equal special rate per metre of such frontage payable in annual instalments until fully paid.

3. Pending payment of the abutting owners' portion of the costs referred to in Section 2, the said portion shall be financed by the issue of debentures (subject to the terms listed below) by The Regional Municipality of Hamilton-Wentworth on behalf of the City of Hamilton;
 - (a) to the extent sufficient to provide an amount not exceeding \$7,137.00, and,
 - (b) repayable over a term not exceeding twenty (20) years, chargeable to The Corporation of the City of Hamilton.
4. The General Manager, Transportation, Operations and Environment is hereby authorized to:
 - (a) prepare all necessary plans, specifications and reports required for the construction of the works; and,
 - (b) supervise construction of the works.
5. The Mayor and Municipal Clerk are hereby authorized to execute, on behalf of The Corporation of the City, all contracts necessary for the construction of the works.

PASSED this day of ,A.D. 2000.

MUNICIPAL CLERK

MAYOR

(1999) 5 R.T.E.C.10, May 11

SCHEDULE "A"

The construction of a concrete alley first south of Main Street West from Thorndale Street South to Norfolk Street South at the costs not exceeding those set out below:

City's Share	\$31,863.00
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Owners' Share	<u>7,137.00</u>
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TOTAL ESTIMATED COST	<u>\$39,000.00</u>
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Estimated Cost per metre frontage	\$90.00
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Fifteen (15) annual instalments

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 2000 January 31
Author: Reg Meiers

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: C. Guthro
Acting Commissioner of Public Works & Traffic

SUBJECT: Local Improvement By-Law
Construction of a Concrete Alley First South of Markland Street
From Chilton Place Westerly to the North-South Alley (PWT00042)

RECOMMENDATION:

That the attached By-law be enacted to authorize construction of local improvements of a concrete alley first south of Markland Street from Chilton Street westerly to the north-south alley.

Charles Guthro

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

Construction of this alley as a local improvement was authorized by Council on December 14, 1999, in adopting Item 10 of the 9th Report of the Transport & Environment Committee. Pursuant to that direction, in accordance with the provisions of the Local Improvement Act, the City is entitled to enact this by-law to authorize the works and the collection of the abutting owners' share of the costs by an annual charge added to the tax roll.

The attached by-law is in a form satisfactory to Corporate Counsel.

RPM
RPM/rb
Attach.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 00-

To Authorize:

1. The construction as a local improvement a concrete alley first south of Markland Street from Chilton Place westerly to the north-south alley, (as described in Schedule "A") upon the petition of the abutting owners pursuant to section 11 of The Local Improvement Act;
2. The imposition of a special assessment upon the lands of the abutting owners in respect of the abutting owners' portion of the cost of the works;
3. The preparation of plans, specifications and reports and the supervision of construction of the said works by the General Manager, Transportation, Operations and Environment.

WHEREAS a petition for the works hereinafter described to be constructed as local improvements has been lodged with the Clerk pursuant to sections 7 and 11 of the Local Improvement Act, R.S.O. 1990, c.L26;

AND WHEREAS at least two thirds of the owners directly abutting the proposed works, representing at least one-half of the value of the lots liable to be specially assessed, have signed and lodged the said petition with the Clerk for presentation to Council for the City to undertake the said works as local improvements;

AND WHEREAS the Municipal Clerk has, as required by the Local Improvement Act, issued his certificate that the said petition sufficiently meets the minimum requirements of the Local Improvement Act;

AND WHEREAS when Council is presented with a sufficiently signed petition for a work, The Local Improvement Act provides that Council may pass a by-law to undertake the works as a local improvement;

AND WHEREAS the Council of The Corporation of the City of Hamilton did decide (in adopting Item 10 of the 9th Report of the Transport & Environment Committee on December 14, 1999) to authorize preparation of this by-law because it is expedient to undertake the works hereinafter described as local improvements pursuant to the petition received from the abutting owners;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Council of The Corporation of the City of Hamilton intends to raise the Corporation's portion of the cost of the works out of its current revenues and, pending payment in full by the abutting owners of the special assessment provided for below, to finance the abutting owners' portion of the costs by borrowing such funds, through the Region's issuance of debentures;

AND WHEREAS the Regional Municipalities Act, (R.S.O. 1990, c.R.8,sec.11) provides that "no area municipality has power to issue debentures", and that Regional Council may borrow money for the purposes of any area municipality;

AND WHEREAS the Ontario Municipal Board Act, (R.S.O.1990,c.O.28,sec.65), states that a municipality shall not authorize any work the cost of which is to be raised in a subsequent year or years until the approval of the Board has first been obtained.

AND WHEREAS the Local Improvement Act (sec.53(7)) states that the amount of monies borrowed to respect of the abutting owners' portion of the cost of the works "...shall not be deemed to be part of the existing debenture debt of the Corporation within the meaning of the provisions of the Municipal Act limiting the borrowing powers of the municipality";

AND WHEREAS Ontario Regulation 710/92 prescribed pursuant to the Municipal Act, (R.S.O.1990,c.M.45), establishes a limit for the City of Hamilton's debt obligations which do not require approval of the Ontario Municipal Board;

AND WHEREAS the financial commitments, liabilities and debts of the local improvements works listed herein, being financed by debentures to be issued by the Region on behalf of the City, together with the City of Hamilton's other financial obligations and debts, do not exceed the City's maximum permitted debt and financial obligation limit prescribed by Ontario Regulation 710/92 and therefore, approval of the Ontario Municipal Board to issuance of debentures by the Region hereinafter described is not required;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the following described works may be proceeded with under The Local Improvement Act, at an estimated cost not to exceed \$26,000.00.

The construction of a concrete alley first south of Markland Street from Chilton Place westerly to the north-south alley at the cost not exceeding those set out below:

City's portion of the cost	\$23,820.20
Owners' portion of the cost	<u>\$3,179.80</u>
Total Estimated cost of the works	<u>\$26,000.00</u>
Estimated Cost per metre frontage payable by the abutting owners in Fifteen (15) annual instalments	\$ 90.00

2. The portion of the estimated costs of the said works in the amount of \$2,179.80 shall be borne by the owners of the lands abutting directly on the works and the said estimated cost per metre shall be rated and specially assessed upon the lots abutting directly on the works, according to the extent of their respective frontages therein, by an equal special rate per metre of such frontage payable in annual instalments until fully paid.

3. Pending payment of the abutting owners' portion of the costs referred to in Section 2, the said portion shall be financed by the issue of debentures (subject to the terms listed below) by The Regional Municipality of Hamilton-Wentworth on behalf of the City of Hamilton;
 - (a) to the extent sufficient to provide an amount not exceeding \$2,179.80, and,
 - (b) repayable over a term not exceeding twenty (20) years, chargeable to The Corporation of the City of Hamilton.
4. The General Manager, Transportation, Operations and Environment is hereby authorized to:
 - (a) prepare all necessary plans, specifications and reports required for the construction of the works; and,
 - (b) supervise construction of the works.
5. The Mayor and Municipal Clerk are hereby authorized to execute, on behalf of The Corporation of the City, all contracts necessary for the construction of the works.

PASSED this day of ,A.D. 2000.

MUNICIPAL CLERK

MAYOR

(1999) 9 R.T.E.C.10, December 14

SCHEDULE "A"

The construction of a concrete alley first south of Markland Street from Chilton Place westerly to the north-south alley at the costs not exceeding those set out below:

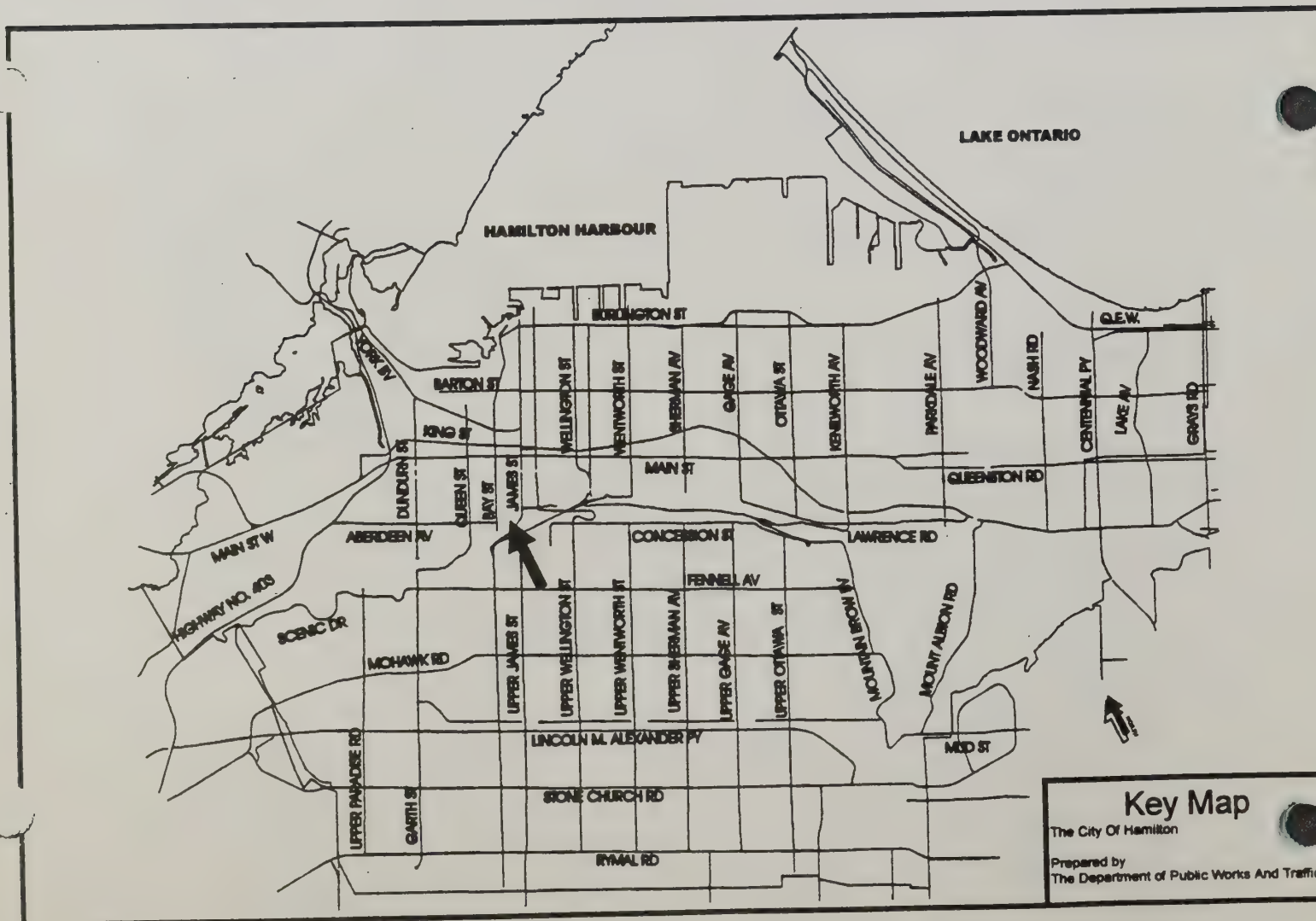
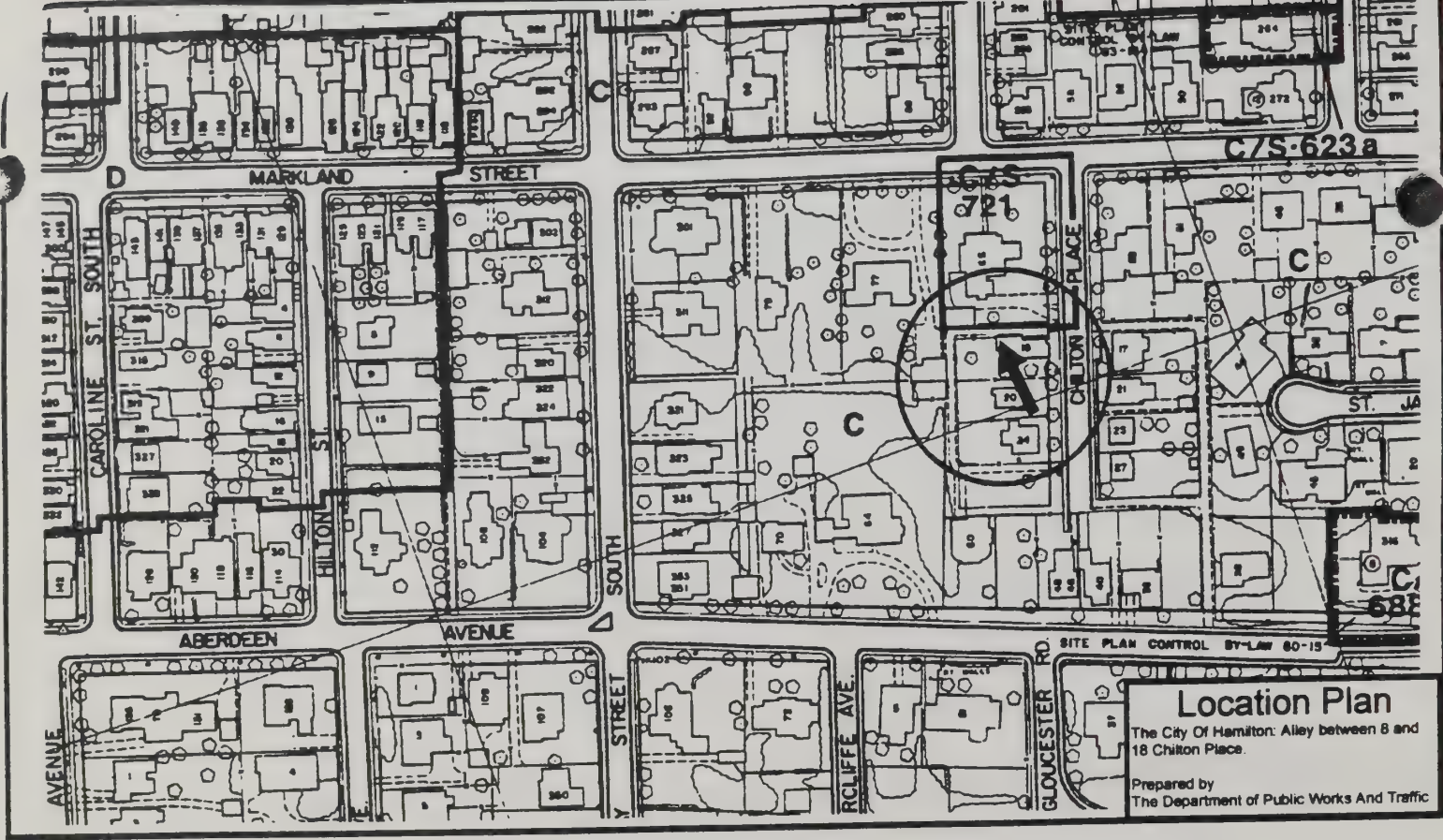
City's Share	\$23,820.20
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Owners' Share	<u>2,179.80</u>
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TOTAL ESTIMATED COST	<u>\$26,000.00</u>
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Estimated Cost per metre frontage	\$90.00
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Fifteen (15) annual instalments



CITY OF HAMILTON
- RECOMMENDATION -

DATE: 2000 January 31
Author: Reg Meiers

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: C. Guthro
Acting Commissioner of Public Works & Traffic

SUBJECT: Local Improvement By-Law
Construction of an Independent Concrete Sidewalk
on the East Side of Main Street West Along the
Frontage of 1895 Main West (PWT00043)

RECOMMENDATION:

That the attached By-law be enacted to authorize construction of local improvements of an independent concrete sidewalk on the east side of Main Street West along the frontage of 1895 Main Street West.

Charles Guthro

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

Construction of this sidewalk as a local improvement was authorized by Council on September 29, 1998, in adopting Item 17 of the 10th Report of the Transport & Environment Committee. Pursuant to that direction, in accordance with the provisions of the Local Improvement Act, the City is entitled to enact this by-law to authorize the works and the collection of the abutting owners' share of the costs by an annual charge added to the tax roll.

The attached by-law is in a form satisfactory to Corporate Counsel.

RPM/rb
RPM/rb
Attach.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 00-

To Authorize:

1. The construction as a local improvement an independent concrete sidewalk on the east side of Main Street West along the frontage of 1895 Main Street West, (as described in Schedule "A") upon the petition of the abutting owners pursuant to section 11 of The Local Improvement Act;
2. The imposition of a special assessment upon the lands of the abutting owners in respect of the abutting owners' portion of the cost of the works;
3. The preparation of plans, specifications and reports and the supervision of construction of the said works by the Commissioner of Public Works and Traffic.

WHEREAS a petition for the works hereinafter described to be constructed as local improvements has been lodged with the Clerk pursuant to sections 7 and 11 of the Local Improvement Act, R.S.O. 1990, c.L26;

AND WHEREAS at least two thirds of the owners directly abutting the proposed works, representing at least one-half of the value of the lots liable to be specially assessed, have signed and lodged the said petition with the Clerk for presentation to Council for the City to undertake the said works as local improvements;

AND WHEREAS the Municipal Clerk has, as required by the Local Improvement Act, issued his certificate that the said petition sufficiently meets the minimum requirements of the Local Improvement Act;

AND WHEREAS when Council is presented with a sufficiently signed petition for a work, The Local Improvement Act provides that Council may pass a by-law to undertake the works as a local improvement;

AND WHEREAS the Council of The Corporation of the City of Hamilton did decide (in adopting Item 17 of the 10th Report of the Transport & Environment Committee on September 29, 1998) to authorize preparation of this by-law because it is expedient to undertake the works hereinafter described as local improvements pursuant to the petition received from the abutting owners;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Council of The Corporation of the City of Hamilton intends to raise the Corporation's portion of the cost of the works out of its current revenues and, pending payment in full by the abutting owners of the special assessment provided for below, to finance the abutting owners' portion of the costs by borrowing such funds, through the Region's issuance of debentures;

AND WHEREAS the Regional Municipalities Act, (R.S.O. 1990, c.R.8,sec.11) provides that "no area municipality has power to issue debentures", and that Regional Council may borrow money for the purposes of any area municipality;

AND WHEREAS the Ontario Municipal Board Act, (R.S.O.1990,c.O.28,sec.65), states that a municipality shall not authorize any work the cost of which is to be raised in a subsequent year or years until the approval of the Board has first been obtained.

AND WHEREAS the Local Improvement Act (sec.53(7)) states that the amount of monies borrowed to respect of the abutting owners' portion of the cost of the works "...shall not be deemed to be part of the existing debenture debt of the Corporation within the meaning of the provisions of the Municipal Act limiting the borrowing powers of the municipality";

AND WHEREAS Ontario Regulation 710/92 prescribed pursuant to the Municipal Act, (R.S.O.1990,c.M.45), establishes a limit for the City of Hamilton's debt obligations which do not require approval of the Ontario Municipal Board;

AND WHEREAS the financial commitments, liabilities and debts of the local improvements works listed herein, being financed by debentures to be issued by the Region on behalf of the City, together with the City of Hamilton's other financial obligations and debts, do not exceed the City's maximum permitted debt and financial obligation limit prescribed by Ontario Regulation 710/92 and therefore, approval of the Ontario Municipal Board to issuance of debentures by the Region hereinafter described is not required;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the following described works may be proceeded with under The Local Improvement Act, at an estimated cost not to exceed \$74,000.00.

The construction of an independent concrete sidewalk on the east side of Main Street West along the frontage of 1895 Main Street West at the cost not exceeding those set out below:

City's portion of the cost	\$38,259.00
Owners' portion of the cost	<u>\$35,741.00</u>
Total Estimated cost of the works	<u>\$74,000.00</u>
Estimated Cost per metre frontage payable by the abutting owners in Fifteen (15) annual instalments	\$ 103.00

2. The portion of the estimated costs of the said works in the amount of \$35,741.00 shall be borne by the owners of the lands abutting directly on the works and the said estimated cost per metre shall be rated and specially assessed upon the lots abutting directly on the works, according to the extent of their respective frontages therein, by an equal special rate per metre of such frontage payable in annual instalments until fully paid.

3. Pending payment of the abutting owners' portion of the costs referred to in Section 2, the said portion shall be financed by the issue of debentures (subject to the terms listed below) by The Regional Municipality of Hamilton-Wentworth on behalf of the City of Hamilton;
 - (a) to the extent sufficient to provide an amount not exceeding \$35,741.00, and,
 - (b) repayable over a term not exceeding twenty (20) years, chargeable to The Corporation of the City of Hamilton.
4. The Commissioner of Public Works and Traffic is hereby authorized to:
 - (a) prepare all necessary plans, specifications and reports required for the construction of the works; and,
 - (b) supervise construction of the works.
5. The Mayor and Municipal Clerk are hereby authorized to execute, on behalf of The Corporation of the City, all contracts necessary for the construction of the works.

PASSED this day of ,A.D. 2000.

MUNICIPAL CLERK

MAYOR

(1998) 10 R.T.E.C.17, September 29

SCHEDULE "A"

The construction of an independent concrete sidewalk on the east side of Main Street West along the frontage of 1895 Main Street West at the costs not exceeding those set out below:

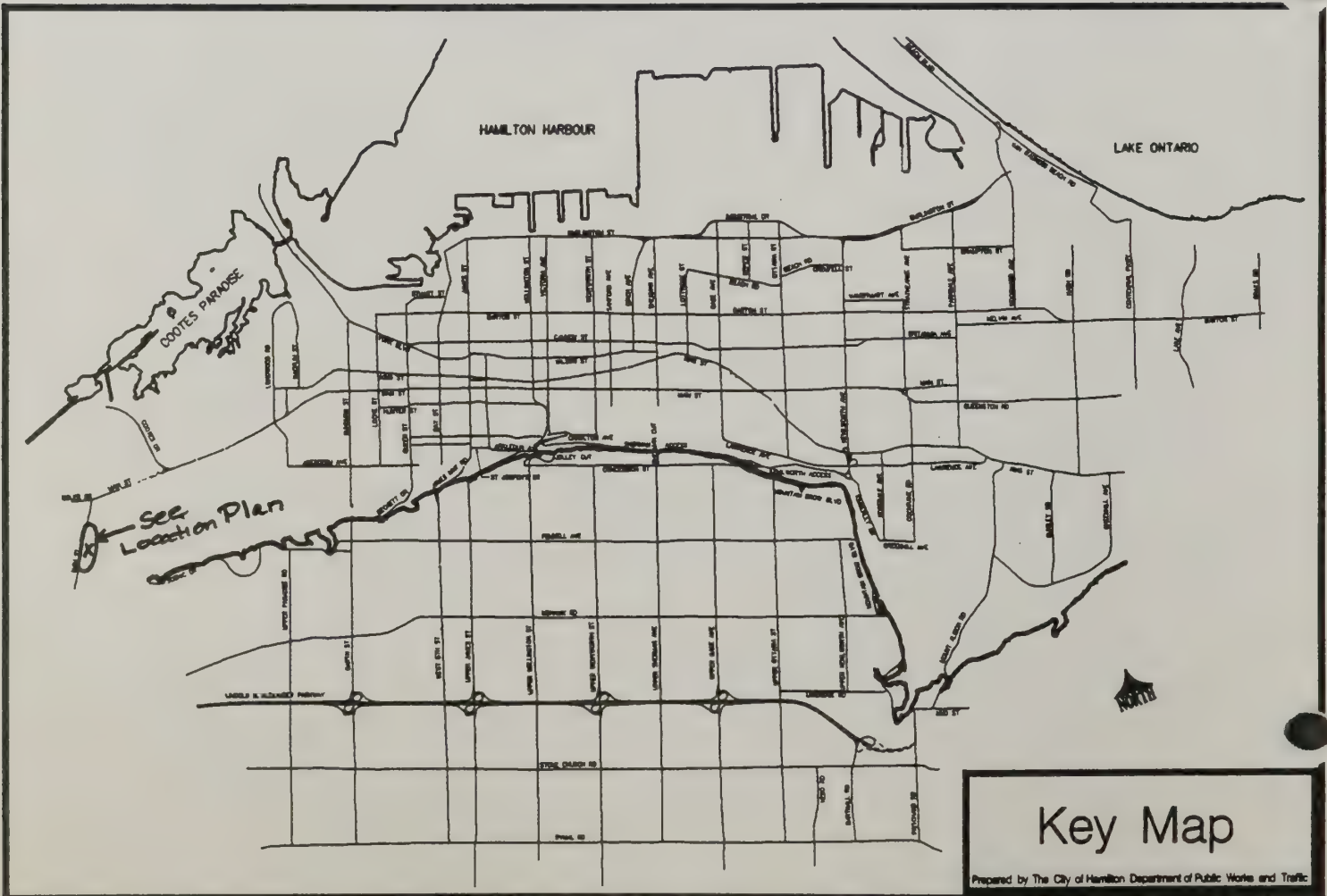
City's Share	\$38,259.00
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Owners' Share	<u>\$35,741.00</u>
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TOTAL ESTIMATED COST	<u>\$74,000.00</u>
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Estimated Cost per metre frontage	\$103.00
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Fifteen (15) annual instalments



CITY OF HAMILTON

- INFORMATION -

DATE: 2000 January 17
File No.: TEC-012-00 / Author: P. Buckle

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charles Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: Enforcement of the Private Property By-law, as amended,
and towing "unauthorized motor vehicles" (PWT99088a)

BACKGROUND:

At its meeting held on 1999 December 14, City Council, in adopting item 1 of the Tenth report of the Transport and Environment Committee, said item being entitled "Amendment to Private Property By-law 89-75 - Parking Regulations (PWT99088)", did direct staff to "provide a status report" at the January 17, 2000 meeting of the Committee, regarding amendments to the City of Hamilton "Private Property" By-law No. 89-75. The subject amendments were passed and enacted by Council, pursuant to item 2 of the same report, to address concerns respecting the unwarranted towing of motor vehicles from private property by private towing agencies.

Since that meeting, staff have developed such policies and procedures as are required to accommodate the provision of the enforcement services now available under the amended By-law, and the training of enforcement personnel will commence before the end of this month.

An advisory memorandum, attached hereto as Schedule "A", has also been prepared, which introduces the new enforcement service. The Downtown BIA has been provided with several copies of the advisory memorandum and has agreed to forward a copy of the memorandum, by mail, to each of its members.

The memorandum will also be distributed to property owners throughout the remainder of the City commencing on or about 2000 February 01, as follows:

- (a) by direct delivery to those property owners who have been identified as possibly having an agreement with a towing agency whereby motor vehicles are towed from the owner's property, without warning; and,

- (b) as a "hand-out" by Parking Control Officers to all property owners, while enforcement services are being provided on private "commercial non-residential" parking lots.

The distribution of the memorandum will continue in effect for a minimum of 60 calendar days or until such time as the Manager of Community Traffic and Parking Services is satisfied that a reasonable number of interested property owners have been informed of the service. The 2000 February 01 commencement date was selected to permit sufficient time to train key staff in the new enforcement procedures and to accommodate the resolution of logistics issues.

The enhanced enforcement program is intended to encourage property owners, particularly those in the downtown core, to utilize Police and By-law Enforcement staff when dealing with unauthorized vehicles on their property, as opposed to securing the services of a private towing agency. It is believed that the range of enforcement options available to Parking Control and Police Officers, specifically "courtesy warnings", "Parking Tags" and, as a last resort, towing, will make the services provided under the Private Property By-law more attractive to the property owner than the limited and unpopular service provided by towing agencies. Further, Parking Control and Police Officers are often able to obtain vehicle registration information, which provides the Officer with an opportunity to locate the owner of an "unauthorized" vehicle and allow the owner to remove the vehicle from the property, or pay for parking, prior to a tow taking place.

Shortly after the enactment of the most recent amendments to the Private Property By-law, the owner of 100 King William Street removed the tow warning signs which had been posted on his property. At present, staff is aware of approximately six other properties which have erected signs indicating a towing agreement between the property owner and a private towing agency; three of which are in the downtown core. Staff anticipates that a determination as to whether or not the program is successful in persuading property owners to utilize Parking Control and Police services will likely be available by July of this year.

WJH
WAY/MBH

Charles Guthrie

SCHEDULE "A" (Advisory Memorandum - Printed on City/Region Letterhead)

ATTENTION PROPERTY OWNERS AND PROPERTY MANAGERS

RE: Enforcement of Non-residential Commercial Parking Lots

In an effort to provide better service to the public, City of Hamilton By-law No. 89-75 has been amended to authorize the enforcement of the Private Property By-law on non-residential commercial parking lots in the absence of the property owner.

Property owners wishing to secure enforcement services, without having to personally attend their property and provide individual written complaints respecting each unauthorized vehicle at the time of enforcement, must comply with the following requirements:

1. The property owner must provide the Co-ordinator of Prosecution and Parking Control with a letter of "general complaint" requesting that ongoing enforcement be provided. This letter must include:
 - (a) the municipal address of the property;
 - (b) the name, mailing address and phone number of the property owner; and,
 - (c) a detailed description of the terms, conditions, or prohibitions which establish that a vehicle is not authorized on the property.
2. Regulatory signs must be posted on the property of a type and in a manner that is satisfactory of the Department.

For further information, or to apply for enforcement pursuant to a general written complaint, please contact Officer Bill Christensen of this office at 546-1693.

Yours truly

William Young, CMM, AMCT, MLEO(C)
Parking Control and Prosecution Co-ordinator

WAY/MBH/pdb

Ministry
of the
Environment

2 St. Clair Ave. West
Toronto ON M4V 1L5

Ministère
de
l'Environnement

2, avenue St. Clair Ouest
Toronto ON M4V 1L5



Ontario

ENVIRONMENTAL ASSESSMENT AND APPROVALS BRANCH

Tel: (416) 314-7968

Fax: 416) 314-8452

CleanSoils Limited
225 Sheppard Avenue West
North York, Ontario
M2N 1N2

January 26, 2000

Dear Sir/Madam:

**RE: Revocation of Provisional Certificate of Approval
 For A Waste Disposal Site (Processing), A100314,
 Located at Pier 26, Eastport Drive in Hamilton, Ontario**

OFFICE OF THE ATTORNEY GENERAL
FEB 07 2000
FEB BY *KL* FEB 08
RECEIVED *CB*
FOR INFO
TO TAE

The Environmental Assessment and Approvals Branch has been informed that CleanSoils Limited no longer operates a Waste Disposal Site (Processing) at the above mentioned location.

The Environmental Assessment and Approvals Branch has revoked the Provisional Certificate of Approval No. A100314. Please find enclosed your Notice of Revocation.

Should you have any questions or concerns on the above matter, please contact Ms. Christina Labarge, Review Engineer, at (416) 314-7978.

Yours truly,

A. Dominski, P.Eng., Manager,
Waste Section

CL/aq
Encl.

cc: District Manager, MOE Hamilton District Office
 Regional Director, MOE West Central Region
 R. Brown, Financial Assurance Analyst, Business and Fiscal Planning Branch
 William P. Fitzgerald, The Hamilton Harbour Commissioners
 Clerk, Regional Municipality of Hamilton-Wentworth ✓





Ministry
of the
Environment

Ministère
de
l'Environnement

NOTICE
Page 1 of 2

CleanSoils Limited
225 Sheppard Avenue West
North York, Ontario
M2N 1N2

In accordance with Section 139(1)(e) of the Environmental Protection Act, I hereby give notice that I have revoked, under Section 39(2)(e) of the Act, your Provisional Certificate of Approval for a Waste Disposal Site (Processing) No. A100314, located at 299 Eastport Blvd., Hamilton, Ontario (known as Pier 26 - Hamilton Harbour East Port Development), issued on April 26, 1993, including any amendments.

The reason for revoking your Provisional Certificate of Approval No. A100314 is: The waste disposal site (Processing) no longer operates at this location, all in accordance with a memorandum from Kal Haniff, Regional Director, West Central Region, to Michael Williams, Director, Environmental Assessment and Approvals Branch, dated September 8, 1999.

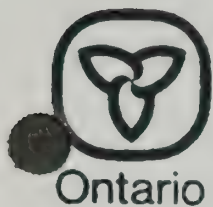
In accordance with Section 139 of the Environmental Protection Act, R.S.O. 1990 c. E-19, you may by written notice served upon me and the Environmental Appeal Board within 15 days after receipt of this Notice, require a hearing by the Board. Section 142 of the Environmental Protection Act, as amended provides that the Notice requiring a hearing shall state:

1. The portions of the approval or each term or condition in the approval in respect of which the hearing is required, and;
2. The grounds on which you intend to rely at the hearing in relation to each portion appealed.

In addition to these legal requirements, the Notice should also include:

3. The name of the appellant;
4. The address of the appellant;
5. The Certificate of Approval number;
6. The date of the Certificate of Approval;
7. The name of the Director;
8. The municipality within which the waste disposal site is located;

And the Notice should be signed and dated by the appellant.



This Notice must be served upon:

The Secretary,
Environmental Appeal Board,
2300 Yonge St., 12th Floor,
P.O. Box 2382
Toronto, Ontario.
M4P 1E4

The Director,
Section 39, Environmental Protection Act,
Ministry of the Environment
AND 2 St. Clair Avenue West, Floor 12A,
Toronto, Ontario.
M4V 1L5

DATED AT TORONTO this 26th day of January, 2000.

A handwritten signature in black ink, appearing to be "A. Dominski", written over a horizontal line.

A. Dominski, P. Eng.
Director
Section 39
Environmental Protection Act

CL/aq

cc: District Manager, MOE Hamilton District Office
Regional Director, MOE West Central Region
R. Brown, Financial Assurance Analyst, Business and Fiscal Planning Branch
William P. Fitzgerald, The Hamilton Harbour Commissioners
Clerk, Regional Municipality of Hamilton-Wentworth

THIS IS A TRUE COPY OF THE
ORIGINAL CERTIFICATE MAILED

ON Feb. 3/00

A handwritten signature in black ink, appearing to be "A. Dominski", written over a horizontal line.

(Signed)

CAL ON HBL A05
C5176
200

URBAN
MUNICIPAL

The Urban Municipal Collection
2nd Floor
Hamilton Public Library



AGENDA

CITY OF HAMILTON TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, March 6, 2000
9:30 a.m.
Room 233, Hamilton City Hall
71 Main Street West, Hamilton

Carolyn Biggs
Legislative Assistant

CALL TO ORDER

1. DECLARATIONS OF INTEREST
2. ADOPTION OF MINUTES – February 21, 2000
3. PUBLIC MEETING

- 3.1 By-law to Stop Up, Close and Sell a Portion of Cathcart Street and to Sell a Closed Portion of the east-west alley lying south of Barton Street and east of Cathcart Street (PWT00064)

Note: In accordance with the requirements of the Municipal Act, the above proposed closure was advertised in the Spectator for four consecutive weeks.

Members of the public may be in attendance to speak to this issue.

4. Cleaning Equipment – Sidewalks (Mayor R. Morrow)
5. Hamilton Street Railway Annual Transit Shelter and Landing Pad Programs (TRA00006)

Note: The Transportation Services Committee, at its meeting on February 28, 2000, referred the above report to the Transport and Environment Committee for consideration.

URBAN MUNICIPAL

MAR 06 2000

GOVERNMENT DOCUMENTS

6. Moratorium on Encroachment Fees in the Downtown Core (PWT00059)
7. Proposed Construction Surface-Treated Roadways – Ferguson Avenue, from King William Street to Wilson Street; Howard Avenue, from South Bend to the North End (PWT00061)
8. Use of Pesticides (PWT00035)

9. CONSENT AGENDA

- 9.1 Routine Amendments to City of Hamilton Traffic By-law 89-72 – Transport and Environment Committee Meeting – March 6, 2000 (PWT00060)
- 9.2 Supply and Delivery of Traffic Sign Posts and Hardware (TOE00001)
- 9.3 To Incorporate Certain Land into Various Streets by By-laws (TOE00002)
- 9.4 Information Items

That the following items distributed under separate cover, be received:

- (a) Winter Operations – January 1 to February 20, 2000 (PWT00063)
- (b) Recovery of Costs Associated with the Enforcement of By-law 85-159 respecting “Collectible Waste” (PWT00056)
- (c) Requests to Remove Through Street Designations (PWT00044)
- (d) Methyl Tertiary Butyl Ether (PWT00062)

10. OTHER BUSINESS

11. ADJOURNMENT



MINUTES

CITY OF HAMILTON TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, February 21, 2000
9:30 a.m.
Room 233, Hamilton City Hall
71 Main Street West, Hamilton

Present:	Alderman C. Collins (Chairperson), Alderman D. Wilson (Vice-Chairperson), Aldermen A. Horwath, T. Anderson, F. D'Amico
Regrets:	Mayor R. Morow (Civic Business) Alderman M. Kiss (Vacation) Alderman B. Morelli (Other Business) Alderman T. Jackson (Personal Business)
Also Present:	C. Guthro, M. Hazell, R. Meiers, K. Extance, B. Price, C. Biggs
Alderman C. Collins, Chairperson, called the meeting to order.	

THE FOLLOWING ITEMS WERE RECOMMENDED TO CITY COUNCIL:

1. **Outdoor Boulevard Café – 56 Hess Street South (PWT00036) (Item 3)**
 - (a) That the application of Berg Corp operating as Doors Pub and Pizzeria, to extend an existing outdoor boulevard café in front of 56 Hess Street South to incorporate 16' x 30' of the Hess Street South road allowance, be approved on a trial basis, from May 1, 2000 to October 31, 2000, subject to the following conditions:
 - i) That the applicant enter into a Boulevard Cafe agreement in a form satisfactory to the Acting Commissioner of Public Works and Traffic and the Director of the Legal Services Department; and

- ii) That the applicant pay a registration fee of \$50 and an annual fee to be determined by the Real Estate Division, Legal Services Department, at such time as the current moratorium on encroachment fees ends; and
 - iii) That the applicant provide proof of \$5,000,000 public liability insurance, naming the City of Hamilton and holding the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and
 - iv) That the applicant occupy the licensed area of the boulevard from May 1, 2000 to October 31, 2000, and that all furniture, equipment, etc. be removed from the road allowance at all other times; and
 - v) That the applicant provide access for the physically challenged utilizing the Barrier Free Design Standards adopted by Council on 1994 October 25; and
- (b) That the Mayor and Municipal Clerk be authorized and directed to execute the Boulevard Café Agreement; and
 - (c) That at the end of the trial period, staff report back and recommend a continuance of the agreement if appropriate.

2. Local Improvement Charges for the Construction of Roads, Curbs, Sidewalks and Alleys (PWT00040) (Item 4)

- (a) That the following changes be made in the maximum charges per metre of frontage for local improvement construction:

		Maximum Charge per Metre _____ of Frontage	
	<u>Item</u>	<u>Existing 1999</u>	<u>Proposed 2000</u>
i)	Curb Only	\$ 74.00	\$ 78.00
ii)	Sidewalks Only	\$105.00	\$116.00
iii)	Sidewalks and Independent Curbs or Combined Sidewalks and Curbs	\$151.00	\$164.00
iv)	Roadway Only	\$256.00	N/A
v)	Alleys	\$ 90.00	\$ 94.00

Maximum Charge per Metre
_____ of Frontage

<u>Item</u>	<u>Existing 1999</u>	<u>Proposed 2000</u>
vi) Roadway and Curbs only (Industrial Subdivisions)	\$338.00	N/A
(b) That the Commissioner of Public Works and Traffic be authorized and directed to amend the Local Improvement By-law.		

3. Local Improvement By-law – Construction of a Concrete Alley First South of Main Street West, from Thorndale Street South to Norfolk Street South (PWT00041) (Item 5.1)

That the appropriate By-law be enacted to authorize construction of local improvements of a concrete alley first south of Main Street West from Thorndale Street South to Norfolk Street South.

4. Local Improvement By-law – Construction of a Concrete Alley First South of Markland Street, from Chilton Place westerly to the North-South Alley (PWT00042) (Item 5.2)

That the appropriate By-law be enacted to authorize construction of local improvements of a concrete alley first south of Markland Street from Chilton Street westerly to the north-south alley.

5. Local Improvement By-law – Construction of an Independent Concrete Sidewalk on the east side of Main Street West, along the frontage of 1895 Main Street West (PWT00043) (Item 5.3)

That the appropriate By-law be enacted to authorize construction of local improvements of an independent concrete sidewalk on the east side of Main Street West along the frontage of 1895 Main Street West.

6. After-Hours Desk – Customer Service Levels (New Business – No Copy)

That the Finance and Administration Committee be requested to review the customer service level provided by the staff at after-hours desk.

THE FOLLOWING ITEMS NOT REQUIRING COUNCIL APPROVAL WERE ADOPTED AND/OR NOTED:

(a) **Declarations of Interest (Item 1)**

None declared.

(b) **Adoption of Minutes – January 31, 2000 (Item 2)**

That the Minutes of the meeting of the Transport and Environment Committee held on January 31, 2000, be adopted.

(c) **Outdoor Boulevard Café – 56 Hess Street South (PWT00036) (Item 3)**

Staff advised that they would be consulting with Legal Services in terms of liability and expenses to the City of Hamilton (i.e., costs incurred by the applicant), should the application for the outdoor boulevard café not be approved to operate beyond the six-month trial period.

Staff was requested to bring a report back to the Committee which more systemically addresses noise issues in the downtown core, as well as other areas of the City.

(d) **Local Improvement Charges for the Construction of Roads, Curbs, Sidewalks and Alleys (PWT00040) (Item 4)**

Staff was requested to bring a comprehensive report back to the Committee detailing the increase in construction costs from prior years and how this issue could be addressed in the future.

(e) **After-Hours Desk – Customer Service Levels (Item 6)**

Members of the Committee expressed concerns from their constituents that when they contacted the after-hours desk for assistance, the responses received from the staff were poor and less than satisfactory.

(f) **Other Business**

- (i) **Request from D. Brown, P. McCarroll-Butler and N. Patti to appear before the Committee respecting Certificate of Approval Applications for Discharge to Air Quality by Industries in the City and Region (New Business – No Copy)**

The Committee was in receipt of correspondence dated November 12, 1999 from D. Brown, P. McCarroll-Butler and N. Patti respecting Certificate of Approval Applications for Discharge to Air Quality by industries in the City and Region, and their request to address the Committee on this issue.

The Committee Chairman was directed to forward a letter to the Minister of the Environment requesting the Ministry's position with respect to area municipalities not being given the authority to comment on such applications. D. Brown, P. McCarroll-Butler and N. Patti will be invited to address the Committee following receipt of the Ministry's response.

- (ii) **Snow Clearing – Auburn Avenue, south of Normandy (New Business – No Copy)**

Alderman D. Wilson requested that particular attention be given to snow clearing on Auburn Avenue, south of Normandy, given the slope of the road and the difficulties experienced by the residents on the street.

(g) **Information Items (Item 5.4)**

That the following items, be received:

- (i) Enforcement of the Private Property By-law, as amended, and towing "unauthorized motor vehicles" (PWT99088a)
- (ii) Correspondence dated January 26, 2000 from the Ministry of the Environment to CleanSoils Limited, respecting Revocation of Provisional Certificate of Approval for a waste disposal site (processing), A100314 located at Pier 26, Eastport Drive, Hamilton

Note: The meeting of the Transport and Environment Committee adjourned at 10:05 a.m.

**Alderman C. Collins, Chairman
Transport and Environment Committee**

Carolyn Biggs
Legislative Assistant

- RECOMMENDATION -

DATE: 2000 February 28
File No. TEC-020-00 / Author: M. Preston

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charles Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: A by-law to stop up, close and sell a portion of Cathcart Street and to sell a closed portion of the east/west alley lying south of Barton and east of Cathcart Street (PWT00064)

RECOMMENDATION:

That an appropriate by-law be prepared to the satisfaction of Corporate Counsel to:

- i) stop up, close and sell a portion of Cathcart Street on Registered Plan 287 designated as Parts 2, 3 and 5 on Plan 62R-14133; and
- ii) sell the closed east/west alley, lying south of Barton Street and east of Cathcart, designated as Part 4 on Plan 62R-14133.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

The funds derived from the sale of the above-mentioned City land be credited to Account Number COHAM 47702-100035.

BACKGROUND:

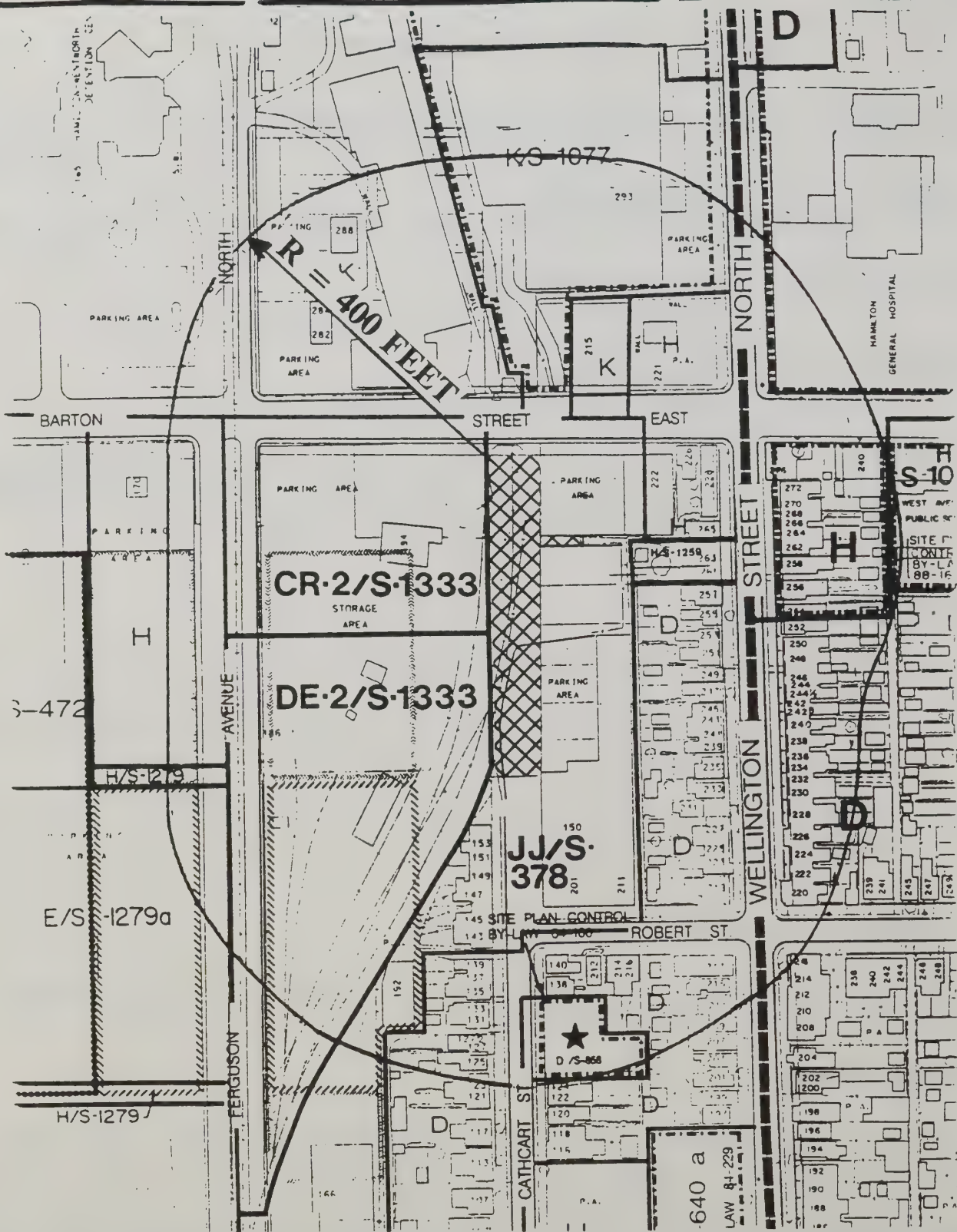
City Council, at its meeting on 1996 October 8th, adopted Item 1 of the FOURTEENTH Report of the Transport and Environment Committee to stop up, close and sell a portion of Cathcart Street on Registered Plan 287, designated as parts 2, 3 and 5 on Plan 62R-14133 and to sell the closed east/west alley lying south of Barton street and east of Cathcart Street, on Registered Plan 287, designated as part 4 on Plan 62R-14133.

The sale has been advertised for four (4) consecutive weeks in the Hamilton Spectator as required by Section 300 of the Municipal Act. It is necessary to pass this by-law to complete the sale.



MJP:

c.c. Kevin Nutley, Real Estate Division



LOCATION PLAN

**FOR PROPOSED
CLOSURE OF PART OF STREET
AND PART OF PUBLIC ALLEYWAY**

Regional Municipality of Hamilton-Wentworth
Transportation / Environmental Services Group
Roads Department

Legend



**PROPOSED
CLOSURE OF PART OF STREET
AND PART OF
PUBLIC ALLEYWAY**

North



Scale
Not to Scale

Date
SEPT. 13, 1995

Reference File No.
T103-03 (332)

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 00-

TO STOP-UP, CLOSE AND SELL A PORTION OF CATHCART STREET
AS SET OUT ON REGISTERED PLAN 287
AND DESIGNATED AS PARTS 2, 3, AND 5, ON PLAN 62R-14133

AND

TO SELL THE CLOSED EAST/WEST ALLEY
LYING SOUTH OF BARTON STREET AND EAST OF CATHCART STREET
AS SET OUT ON REGISTERED PLAN 287
AND REGISTERED AS INSTRUMENT NUMBER VM243362
AND DESIGNATED AS PART 4 ON PLAN 62R-14133

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of the Municipal Act, Revised Statutes of Ontario, 1990 Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease, close, sell or retain any highway or part of a highway;

AND WHEREAS the Council of the Corporation of the City of Hamilton, in adopting Item 1 of the 14th Report of the Transport & Environment Committee on 1996 October 08, authorized that steps be commenced, pursuant to the Municipal Act for the closure and sale by by-law of that portion of Cathcart Street set out on Registered Plan 287 and designated as Parts 2, 3, and 5, on Plan 62R-14133;

AND WHEREAS the Council of the Corporation of the City of Hamilton, in adopting Item 1 of the 14th Report of the Transport & Environment Committee on 1996 October 08, authorized that steps be commenced, pursuant to the Municipal Act for the sale by by-law of that portion of the closed east/west alley lying south of Barton Street and east of Cathcart Street set out on Registered Plan 287 and registered as instrument number VM243362 and designated as Part 4 on Plan 62R-14133;

AND WHEREAS the said highways are under the jurisdiction of The Corporation of the City of Hamilton;

AND WHEREAS notice of the City's intention to pass this By-law has been published as required by Section 300 of the Municipal Act, for four consecutive weeks in the Hamilton Spectator, a newspaper having general circulation in the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this By-law;

NOW THEREFORE the Council of the Corporation of the City of Hamilton enacts as follows:

1. (a) That the portion of Cathcart Street set out on Registered Plan 287 and designated as Parts 2, 3 and 5, on Plan 62R-14133, in the City of Hamilton, in the Regional Municipality of Hamilton-Wentworth, is hereby stopped-up and closed.

- (b) That the soil and freehold in the said portion of the closed highway set out on Registered Plan 287 and designated as Parts 2, 3 and 5, on Plan 62R-14133, in the City of Hamilton, Regional Municipality of Hamilton-Wentworth, be sold to 1201159 Ontario Limited, in accordance with their Offer to Purchase dated June 30, 1999, for the price of \$27,570.00, being the owner abutting the closed portion of Cathcart Street.
2. That the soil and freehold in the said portion of the closed highway being the east/west alley lying south of Barton Street and east of Cathcart Street as set out on Registered Plan 287 and registered as instrument number VM243362 and designated as Part 4 on Plan 62R-14133, in the City of Hamilton, Regional Municipality of Hamilton-Wentworth, be sold to Hotz & Sons Company, in accordance with their Offer to Purchase dated June 30, 1999, for the price of \$532.00, being the owner abutting the closed portion of the said alley.
3. That this By-law shall come into force and effect on the date of its registration in the Land Registry Office for the Registry Division of Wentworth.

Passed this day of A.D. 2000.

Municipal Clerk

Mayor

Approved
as to form

Legal
Services

REGION OF HAMILTON-WENTWORTH

- RECOMMENDATION -

DATE: February 2, 2000
(D. Hull / D. Rieger)

REPORT TO: Chairman and Members
Transportation Services Committee

FROM: A.F. Leitch, P.Eng.
General Manager, Transportation, Operations & Environment

SUBJECT: HSR ANNUAL TRANSIT SHELTER AND LANDING PAD
PROGRAMS (TRA00006)

RECOMMENDATION:

That consideration be given to funding the installation of 6 non-advertising bus shelters and 15 landing pad installations from unallocated Capital.



A.F. Leitch, P.Eng.

FINANCIAL IMPLICATIONS:

Six non-advertising bus shelter installations at \$35,000 and 15 landing pad installations at \$35,000, totaling \$70,000.

STAFFING / LEGAL IMPLICATIONS:

Enhanced safety for awaiting transit customers.

SUSTAINABLE COMMUNITY IMPLICATIONS:

(Vision 2020, adopted by Regional Council as their vision for the future of Hamilton-Wentworth, embodies the concept of a sustainable community which is an equal balance of the economy, the environment, and social/health factors in all regional decision-making.)

Transit users request new bus shelter and landing pad installations on an ongoing basis for enhanced safety and protection from the elements.

BACKGROUND:

Transit began an annual program of Bus Shelter installations in 1983, in response to customer desire for improved amenities while awaiting their bus. Currently there are 470 bus shelters located throughout the City. The pattern established over the last several years has been to install six advertising type shelters and six non-advertising type shelters each year although this level of commitment does not keep pace with the

level of demand. To date, there are 60 outstanding request for shelters (Table 1). The annual Capital submission for non-advertising shelter installations has been for 6 locations at an average of \$5,500 per location or \$33,000 annually. Annual ongoing maintenance costs average \$650/shelter. The list of shelter requests is reviewed and prioritized each year using a rating scale (Attachment). From a practical perspective, staff view a rating of less than 50 points as sufficient to warrant a shelter. Based on this view, the system is nearing saturation and should be capped at about 500 locations. The first bus shelters installed are now 18 years old and are in need of major refurbishment or replacement. Containment of future expenditures on bus shelters will require a shift in focus away from new installations towards a combination of refurbishment and new installations and ultimately to a period of refurbishment/ replacement of the existing infrastructure.

The cost of the advertising shelter installations is offset by an advertising contract. The contractor selects locations in high traffic areas from the list of locations approved by Committee.

Transit also began an annual Landing Pad program 13 years ago, converting grass boulevards and upgrading deteriorated pads to ensure a safe area for passengers to board and alight. The annual capital submission for landing pads has been for 15 locations at an average of \$2,200 per location or \$33,000 annually.

DJH/DR
Att.

TABLE 1

27-Jan-2000

1999 PROPOSED TRANSIT SHELTER LOCATIONS

(Region of Hamilton-Wentworth)

No.	Stop #	On Street		At Street	Corner	Shelter Type	Total Score
1	70925	Kenilworth Ave. N.	at	Main St. E.	N/E	CD	87
2	50108	Upper Wellington St.	at	Fennell Ave. E.	S/W	AD	84
3	72327	Barton St. E.	at	Lotteridge St.	N/E	AD	77
4	72304	Barton St. E.	at	Mary St.	S/E	CD	77
5	72316	Barton St. E.	at	Sanford Ave.	S/E	CD	72
6	43005	Barton St. E.	op.	Eastdale Blvd.	N/Side	AD	70
7	30348	Cootes Dr.	at	Dundas St.	S/W	AD	70
8	44014	Queenston Rd.	at	Fiesta Mall	S/Side	D	67
9	44017	Queenston Rd.	at	Grays Rd.	N/W	AD	67
10	60108	West 5th St.	op.	Brantdale Ave.	N/W	AD	67
11	71130	Parkdale Ave. S.	at	King St. E.	N/W	D	64
12	51543	Stone Church Rd. E.	at	Upper Ottawa St.	N/E	AD	64
13	72747	Maplewood Ave.	at	Gage Ave. S.	N/W	CD	62
14	60010	Upper James St.	at	Monarch Rd.	N/W	AD	62
15	60327	Upper Paradise Rd.	at	Wingfield Pl.	N/E	AD	62
16	81004	Macklin St. N.	at	Dufferin St. (Shalom Village)	W/Side	D	61
17	72461	Cannon St. E.	at	Cameron Ave.	N/E	AD	60
18	60404	Sanatorium Rd.	at	Scenic Dr.	N/W	D	60
19	82414	Strathcona Ave.	op.	Lamoreaux St.	E/Side	D	60
20	82402	York Blvd.	at	Hess St.	S/W	CD	60
21	25049	Fiddler's Green Rd.	at	Garden Ave.	N/E	AD	59
22	72860	Greenhill Ave.	at	Country Club Dr.	S/W	D	59
23	60141	Stone Church Rd. W.	at	West 5th St.	N/E	D	58
24	72574	King St. E.	at	Quigley Rd.	S/W	AD	57
25	71424	Beach Blvd.	at	Van Wagner's Beach Rd.	N/W	D	56
26	51218	Fennell Ave. E.	at	East 22nd St.	S/W	CD	56
27	60233	Garth St.	op.	#1440 Garth St.	E/Side	D	56
28	40450	Grays Rd.	at	Roxborough Ave.	W/Side	D	56
29	50202	Upper Wentworth St.	at	Queensdale Ave. E.	N/W	CD	56
30	40838	Barton St.	at	Fruitland Rd.	N/W	AD	55
31	60247	Garth St.	op.	Gisele Dr.	E/Side	AD	55
32	72258	Glow Ave.	at	Parkdale Ave. N.	S/E	D	55

TABLE 1

27-Jan-2000

1999 PROPOSED TRANSIT SHELTER LOCATIONS

(Region of Hamilton-Wentworth)

No.	Stop #	On Street		At Street	Corner	Shelter Type	Total Score
33	72261	Glow Ave.	at	Parkdale Ave. N.	N/E	D	55
34	50442	Upper Gage Ave.	at	Rymal Rd. E.	N/W	AD	55
35	50240	Upper Wentworth St.	at	Pescara Ave.	N/W	AD	55
36	70707	Gage Ave. N.	at	Beach Rd.	N/E	AD	52
37	60401	Sanatorium Rd.	op.	San Brow Building	N/Side	D	52
38	50341	Upper Sherman Ave.	op.	Acadia Dr.	E/Side	AD	52
39	50247	Upper Wentworth St.	at	Elite Dr.	S/E	AD	52
40	71404	Beach Blvd.	op.	Pandora Ave.	W/Side	AD	51
41	40133	Highland Rd.	at	Saltfleet Secondary	N/Side	D	51
42	50629	Upper Kenilworth Ave.	op.	Recalmuto St.	E/Side	D	51
43	50445	Upper Gage Ave.	at	Golden Gate Ave.	N/E	CD	50
44	72226	Beach Rd.	at	Albemarle St.	S/E	D	49
45	72584	Greenhill Ave.	at	Tasha Ct.	N/W	D	49
46	45025	King St.	at	Green Rd.	N/E	AD	49
47	72147	Burlington St. E.	at	Kenilworth Ave.	N/W	AD	47
48	60133	Chester Ave.	at	West 5th St.	S/W	D	47
49	70703	Gage Ave. N.	bet	Burlington St./Industrial Dr.	E/Side	AD	47
50	50346	Upper Sherman Ave.	at	Rymal Rd. E.	N/W	D	46
51	40001	Winterberry Dr.	at	Paramount Dr.	N/E	AD	46
52	82709	Hunter St. W.	at	Hess St. S.	N/E	AD	45
53	20637	Amberly Blvd.	at	Leith Crt./Melanie Cres.	N/Side	D	44
54	50155	Upper Wellington St.	at	Byng St.	N/E	D	44
55	50243	Upper Wentworth St.	at	Balharbour Dr.	N/E	AD	42
56	71213	Woodward Ave.	at	Melvin Ave.	N/E	D	42
57	51115	Queensdale Ave. E.	op.	East 15th St.	N/Side	D	41
58	50343	Upper Sherman Ave.	at	Rymal Rd. E.	N/E	D	41
59	new	Upper Sherman Ave.	op.	Beaverton Ave.	E/Side	AD	39
60	72152	Burlington St. E.	at	Parkdale Ave. N.	S/W	D	37

TABLE 2

27-Jan-2000

1999 PROPOSED LANDING PAD LOCATIONS
(Region of Hamilton-Wentworth)

No.	Stop #	On Street	@	At Street	Corner	Score
1	82621	Main St. W.	at	Paisley Ave.	N/W	80
2	72533	King St. E.	op.	Rosedale Ave.	N/Side	79
3	71309	Nash Rd. N.	at	Barton St. E.	S/E	79
4	50108	Upper Wellington St.	at	Fennell Ave. E.	S/W	74
5	50339	Upper Sherman Ave.	op.	Beaverton Ave.	E/Side	73
6	82649	Main St. W.	at	Sheridan Lane	S/E	70
7	70930	Kenilworth Ave. N.	at	Maple Ave.	N/W	69
8	70933	Kenilworth Ave. N.	at	Maple Ave.	N/E	69
9	70938	Kenilworth Ave. Off-ramp	at	Lawrence Rd.	N/W	69
10	81011	Longwood Rd. N.	op.	Marion Ave.	E/Side	66
11	20422	Mohawk Rd.	at	McNiven Rd.	S/W	65
12	50550	Hempstead Dr.	at	Nebo Rd.	S/W	57
13	72128	Burlington St. E.	at	Birch Ave.	S/W	56

APPENDIX "A"

Source: Technical Manual
for Bus Stops &
Shelters
H.S.R., Oct. 1989

18.0 TRANSIT SHELTER REQUESTS

During the course of a year, numerous requests for new transit shelters are received for various locations. Every requested location must be investigated by the bus stop administrator to determine if a shelter is warranted.

18.1 Analysis and Evaluation

At any given time, requests for new bus shelters will be received from Councillors, HSR customers, operators or activity centres such as senior citizen homes. Every request must be analyzed and evaluated to justify or reject possible locations.

This process is outlined on Figure 19 "Annual Bus Shelter Program - Analysis and Evaluation Process"

Figure 20 "Bus Shelter Installation Warrants - Relative Importance of Various Factors" outlines the total score that each variable may have and its impact on the total rating. As shown on the warrant sheet illustrated on Figure 21 "Warrants for Transit Shelter Installation", various factors are investigated and designated a rating which reflects the poor or good condition thereof.

The following factors are examined:

(a) Physical Aspects:

- a location that is completely exposed to the weather, for example on an open windswept corner lacking any protection from the weather
- a well lit area is preferred to deter vandalism
- the shelter should not be a sight obstruction; refer to sight distance criteria supplied by the City of Hamilton Traffic Department as illustrated on Figure 22.

(b) Passenger Usage:

- preference should be given to a well utilized stop

(c) Route Stability:

- if the route may be re-aligned within the next five years, any stop location that could be affected should be avoided
- if there are no foreseen re-alignments and no major alignments have occurred in recent history, it is desirable

(d) Customer Waiting Time:

- the greater the passenger waiting time between buses the better location for a shelter

- off peak headways, as opposed to peak headways, are the major determinant in this category due to the reduced frequency of service

(e) Land Use:

- as the density in the area surrounding a proposed shelter increases, the better the impact of the shelter on the neighbourhood

(f) Advertising Exposure:

- the shelter program is supported through revenues generated by the advertising within the shelter

In conjunction with the proposed shelter locations, existing shelters should be investigated to determine if replacements are required.

Upon completion of the analysis and evaluation phase, the new locations are prioritized based on the total scores as summarized on the warrant sheets. Locations with the highest totals are given top priority.

After selecting the locations where a new shelter will be installed, it may be necessary enter into an encroachment agreement with private property owners if a shelter cannot be placed entirely on public lands. Even though a location ranks high enough in the foregoing evaluation process, its installation may not be possible if there is insufficient road allowance width available and/or the property owner does not choose to permit an encroachment.

Depending upon the location, power hook-ups may be required to provide background lighting to the advertising panels. The bus stop administrator must conduct site visits with a representative of the following utility companies depending on the location:

- (a) Hamilton Hydro
- (b) Stoney Creek Hydro
- (c) Dundas Hydro
- (d) Ontario Hydro

FIGURE 19
ANNUAL BUS SHELTER PROGRAM
ANALYSIS & EVALUATION PROCESS

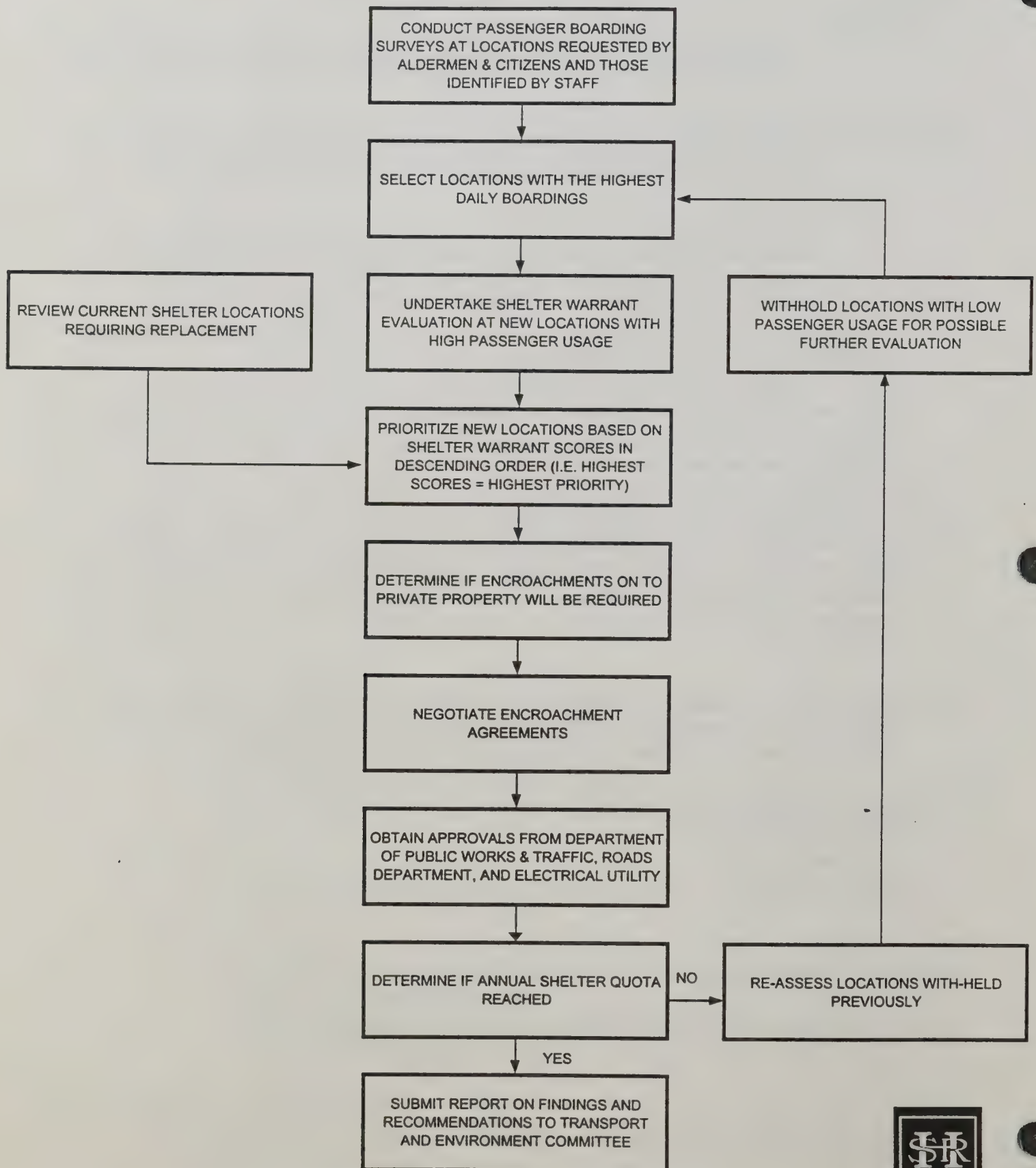
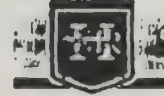


FIGURE 20

BUS SHELTER INSTALLATION WARRANTS
RELATIVE IMPORTANCE OF VARIOUS FACTORS



FACTOR	RELATIVE IMPORTANCE IN PERCENTAGE OF TOTAL POINTS	
A. PHYSICAL ASPECTS		
EXPOSURE TO WEATHER CONDITIONS	15%	
LIGHTING	5%	
SIGHT DISTANCE OBSTACLE	5%	
ALL PHYSICAL ASPECTS		25%
B. PASSENGER USAGE		
NUMBER OF BOARDING PASSENGERS	25%	
TOTAL USAGE		25%
C. ROUTE STABILITY		
ROUTE CHANGES IN NEXT 3 YEARS	50%	
YEARS ROUTE UNCHANGED	50%	
TOTAL STABILITY		10%
D. CUSTOMER WAITING TIME		
HALF OF HEADWAY - PEAK HOUR (DURING RUSH HOURS)	50%	
HALF OF HEADWAY - OFF PEAK HOURS	15%	
TOTAL LENGTH OF WAIT		20%
E. LAND USE	10%	
TOTAL LAND USE		10%
F. ADVERTISING EXPOSURE		
MINIMUM COMB* RATING : 7,000	10%	
RECORDED COMB RATING:		
* COMB - CANADIAN OUTDOOR MEASUREMENT BOARD		
TOTAL ADVERTISING EXPOSURE		10%
TOTAL (A TO F) ALL FACTORS		100%

**HAMILTON STREET RAILWAY
MARKETING & CUSTOMER SERVICES DIVISION
TRANSIT SHELTER WARRANT SHEET**

SURVEY DATE: _____ COMPLETED BY: _____ STOP NO.: _____

LOCATION: ON _____ SIDE: _____ AT _____

CORNER: _____ ROUTE(S): _____ DIRECT: _____ MUNIC.: _____

A. PHYSICAL ASPECTS

EXPOSURE TO WEATHER	_____	FULL (15)	AVERAGE (10)	MINIMUM (5)
BUS STOP AREA LIGHTING	_____	GOOD (5)	POOR (0)	
SIGHT DISTANCE OBSTACLE	_____	NO (5)	YES (0)	

B. PASSENGER USAGE

NUMBER OF BOARDING _____ PASSENGERS PER DAY	_____	HIGH >100 (25)	HIGH/AVG 61-100 (20)	AVERAGE 41-60 (10)	LOW/AVG 21-40 (5)	LOW 0-20 (0)
--	-------	----------------------	----------------------------	--------------------------	-------------------------	--------------------

C. ROUTE STABILITY

ROUTE CHANGES IN NEXT 5 YEARS	_____	NO (5)	YES (0)
YEARS ROUTE UNCHANGED	_____	>20 (5)	20-5 (3) <5 (0)

D. PASSENGER WAITING TIME

		PEAK HOUR	OFF PEAK HOUR
HALF PEAK HOUR HEADWAY	_____	<2.0 (0) 2.1 - 4.0 (1) 4.1 - 6.0 (2)	<4.0 (0) 4.1 - 8.0 (3) 8.1 - 12.0 (6)
HALF OFF PEAK HOUR HEADWAY	_____	6.1 - 8.0 (3) 8.1 - 10.0 (4) 10.1 > (5)	12.1 - 16.0 (9) 16.0 - 20.0 (12) 20.1 > (15)

E. LAND USE IN NEIGHBOURHOOD

	_____	UNDEVELOPED (0)	RETAIL (8)
	_____	INDUSTRIAL (5)	TRANSFER PT. (10)
	_____	RESID. SINGLE (7)	HOSPITAL (10)
	_____	RESID. MULTI (8)	SENIORS HOME (10)
	_____	SCHOOL/CHURCH (8)	PUBLIC BLDG. (10)

F. ADVERTISING EXPOSURE

	_____	APPROACH SIDE GREATER THAN 7000 (10)	NON-APPROACH SIDE LESS THAN 7000 (0)
COMB* RATING			
- APPROACH SIDE	_____		
- NON-APPROACH SIDE	_____		
TOTAL A. TO F.	_____		

G. EASE OF IMPLEMENTATION

ENCROACHMENT REQUIRED	_____	
MAJOR SITE EXCAVATION REQUIRED	_____	
CLEARANCES REQUIRED:		
HBA BENCH REMOVAL REQUIRED:	YES	NO

H. OTHER CONSIDERATIONS

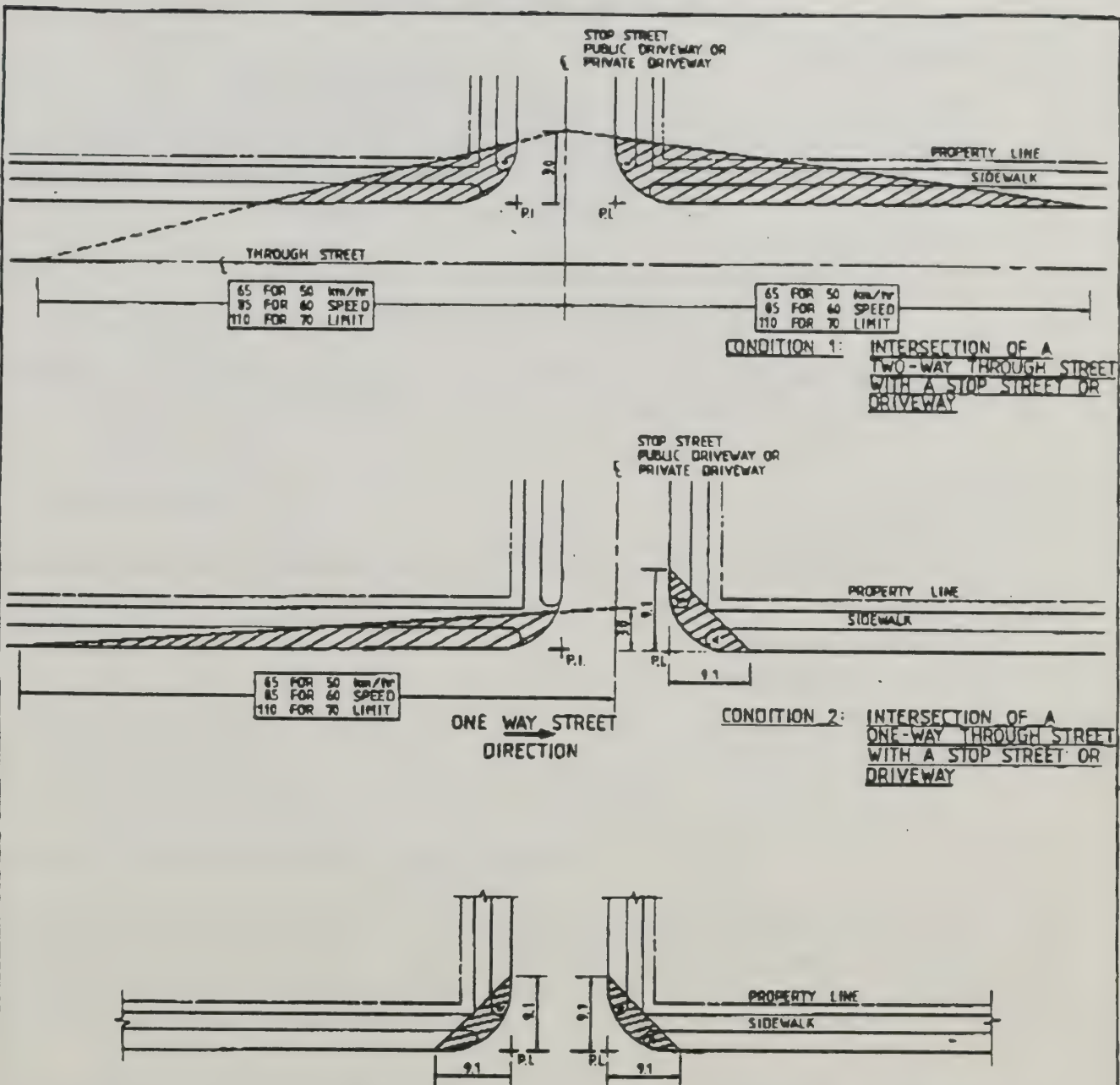
I. CONCRETE LANDING PAD REQUIRED

YES	NO
WIDTH:	LENGTH:

* COMB - CANADIAN OUTDOOR MEASUREMENT BOARD

HBA - HAMILTON BENCH ADVERTISING, BENCH MUST BE REMOVED IF AN ADVERTISING DAYTECH IS INSTALLED

SITE INVESTIGATION DRAWING ON REVERSE



NOTE: ALL DIMENSIONS ARE IN METRES

LEGEND:

- AREA WITHIN WHICH NO OBJECT OBSTRUCTING VISION SHOULD BE PLACED
- STOP SIGN

0	REDRAWN FROM EXISTING AT 500. CONDITIONS 1 AND 2 REVISED	87-09-08	LK				
NO.	REVISION	DATE	BY	APPROVED			

NOTES	APPROVALS	CITY OF HAMILTON TRAFFIC DEPARTMENT	SCALE: N.T.S.
		<p>FIGURE 22</p> <p>STANDARD CRITERIA FOR EVALUATION OF SIGHT LINES</p>	DRAWN: L HARVEY
			CHECKED:
	THE REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH		DATE: 1987-09-08
	DIRECTOR OF TRANSPORTATION PLANNING		
	COMMISSIONER OF TRANSPORTATION		

18.2 Approval Process

Upon completion of the analysis and evaluation process and the shelter locations have been selected, it is necessary to seek approval, dependent upon the municipality within which the shelter is proposed to be located, from one of the following:

- (a) City of Hamilton:
 - Transport and Environment Committee
 - City Council
- (a) City of Stoney Creek:
 - Engineering Committee
 - City Council
- (a) Town of Dundas:
 - Planning & Development Committee
 - Town Council
- (a) Town of Ancaster:
 - Town Engineer
 - Town Council

- RECOMMENDATION -

DATE: 2000 February 22
File No. TEC-018-00 / Author: M. Hazell

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charles Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: Moratorium on Encroachment Fees in the Downtown Core
(PWT00059)

RECOMMENDATION:

That the moratorium on encroachment fees in the downtown core which was previously approved for the period of 1998 January 01 to 1999 September 01 be extended to 2000 December 31.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

The City currently has 10 outdoor cafes and 2 advertent encroachments on City road allowance in the downtown, which generate annual revenues estimated at \$4,350. This loss of revenue must therefore be absorbed from within the Department of Public Works and Traffic/City's general revenues.

BACKGROUND:

As the result of a request from the Downtown Hamilton BIA and the International Village BIA, the City and Regional Councils approved an exemption from all fees, except the \$50 registration fee, for active encroachments and outdoor patio cafe agreements in the downtown core bounded by Hunter, Cannon, Queen and Victoria for the period of 1998 January 01 to 1999 September 01. The Regional Council, on 1999 December 07, approved the following item:

"staff was directed to investigate the feasibility of implementing a renewal of the moratorium on fees for outdoor patios and awnings which encroach onto Municipal road allowances, and bring a report back to the Committee".

SUBJECT: Moratorium on Encroachment Fees in the
Downtown Core (PWT00059)

Page 2

The intent of the moratorium on encroachment fees was in keeping with a number of key initiatives to encourage new development and redevelopment in the downtown area. Three new outdoor cafes have been approved for City road allowance since the moratorium has been in effect.

Spring is the time of year when new applications for outdoor cafes are received and processed, in time for the summer months. Therefore, staff recommends that the moratorium be extended until the end of the year. This recommendation is also being forwarded to the next Transportation Services Committee for Regional road allowances.


MBH/kag

CITY OF HAMILTON

-RECOMMENDATION-

DATE: 2000 February 22
Author: Reg Meiers

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: C. Guthro, Acting Commissioner
Department of Public Works and Traffic

SUBJECT: **Proposed Construction Surface-Treated Roadways
Ferguson Avenue from King William to Wilson Street
Howard Avenue from South Bend to the North End
(PWT00061)**

RECOMMENDATION:

- a) That the General Manager, Transportation, Operations and Environment be authorized to undertake the construction of a finished roadway and associated sidewalk reconstruction on Ferguson Avenue between King William Street and Wilson Street and Howard Avenue between South Bend Road and the north end at an estimated cost of \$513,000 and \$249,000 respectively; and
- b) That these projects be funded from the 2000 Capital Budget, City's and Owner's Share of Locals (Residential); and
- c) That the proposed alteration of Ferguson Avenue North between King William and Wilson Streets to provide for road width varying from 8.5m to 12.7m as shown on Appendix "A", be advertised under Section 300 of the Municipal Act being Chapter M.45 of the Revised Statutes of Ontario 1990; and
- d) That the necessary By-law be prepared by the Acting Commissioner of Public Works and Traffic in a form satisfactory to Corporate Counsel and advertised by the Municipal Clerk.

*R. D. Meiers for
C. Guthro*

Proposed Construction Surface-Treated Roadways Ferguson Avenue from King William to Wilson Street; Howard Avenue from South Bend to the North End (PWT00061)

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The 2000-2009 Capital Budget makes a provision in the amount of \$250,000 for City's Share of Locals (Residential) and \$634,000 for Owner's Share of Locals (Residential).

BACKGROUND:

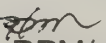
On October 12, 1999, Council in adopting Item 8 of the 7th Report of the Transport and Environment Committee approved the following:

- (a) That the current policy pertaining to local improvements be revised to exclude roadways as candidates for construction under The Local Improvement Act; and,
- (b) That a program to reconstruct the surface-treated roads be implemented in 2000 utilizing local improvement funding in the 2000 Capital Budget; and,
- (c) That the City's Local Improvement By-Law be amended accordingly.

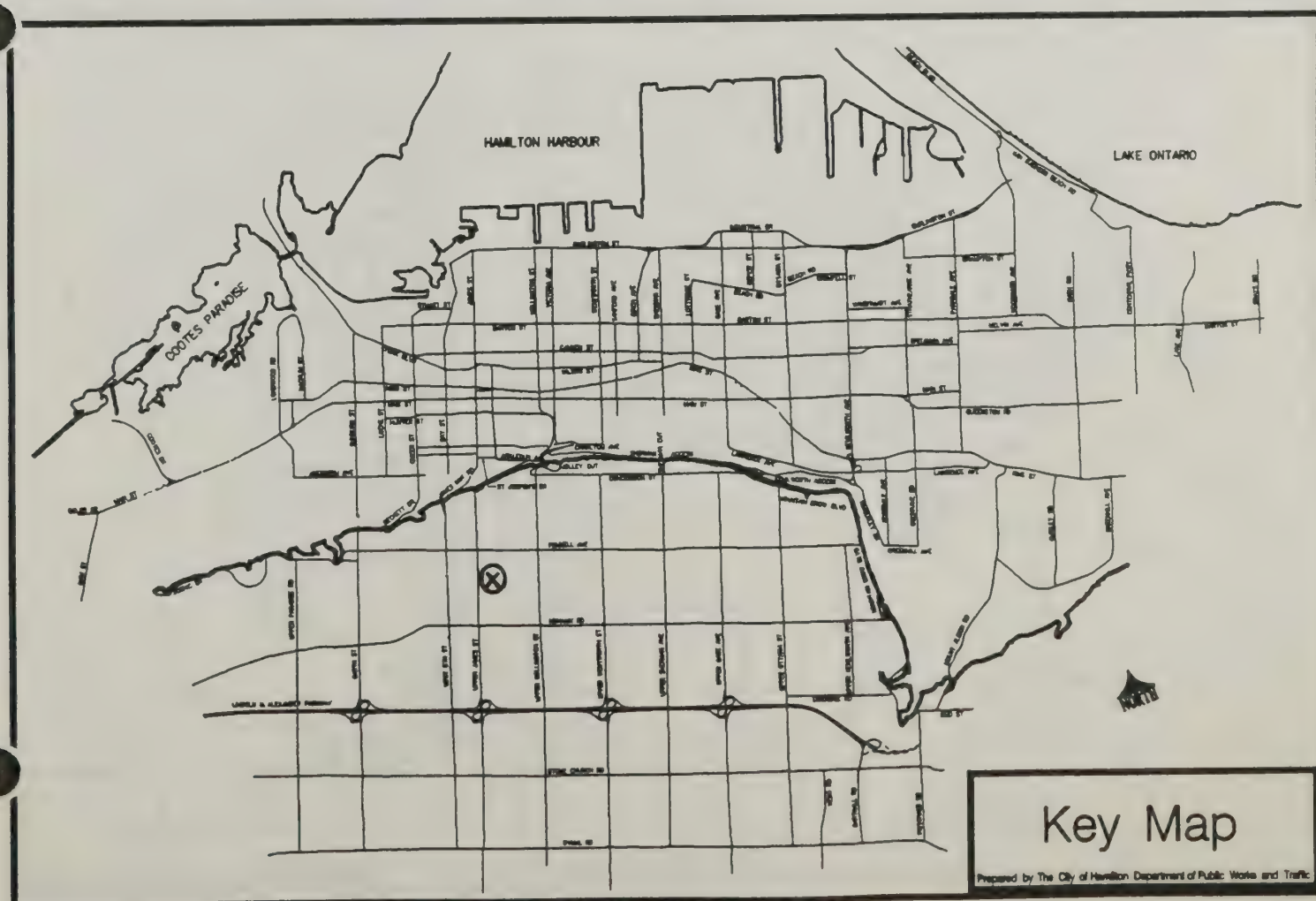
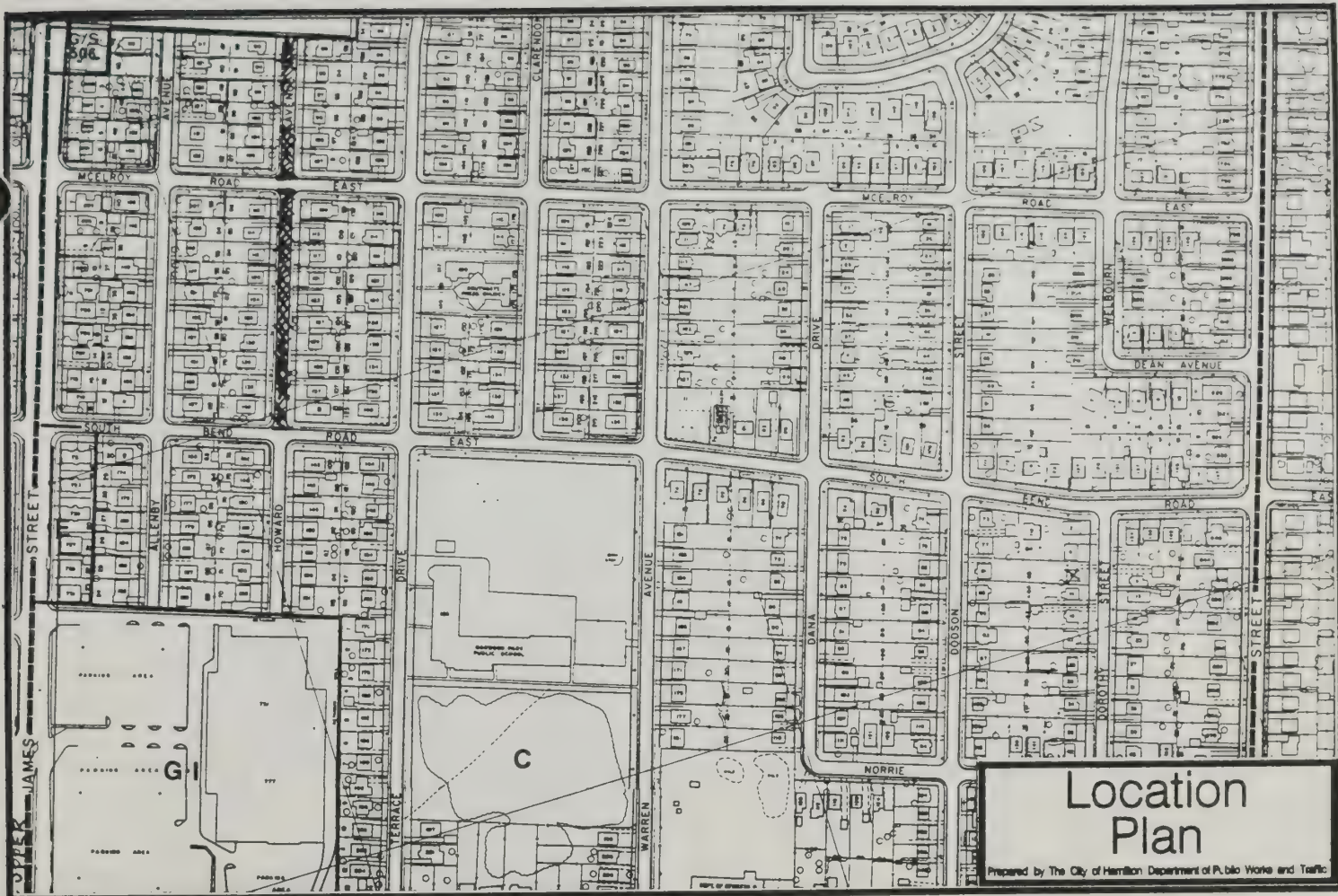
On February 8, 2000, Council in adopting Item 2 of the 3-00 Report of the Transport and Environment Committee approved the 2000 Road and Sidewalk Capital Improvement Programme. Two of the projects on the Supplementary List portion of the Programme (Ferguson Avenue and Howard Avenue) are surface-treated roads and would be candidates under the policy approved by Council for construction utilizing the local improvement funding. Both of these projects have watermain construction works that must proceed so it would be prudent to undertake the roadway construction and sidewalk reconstruction with this work.

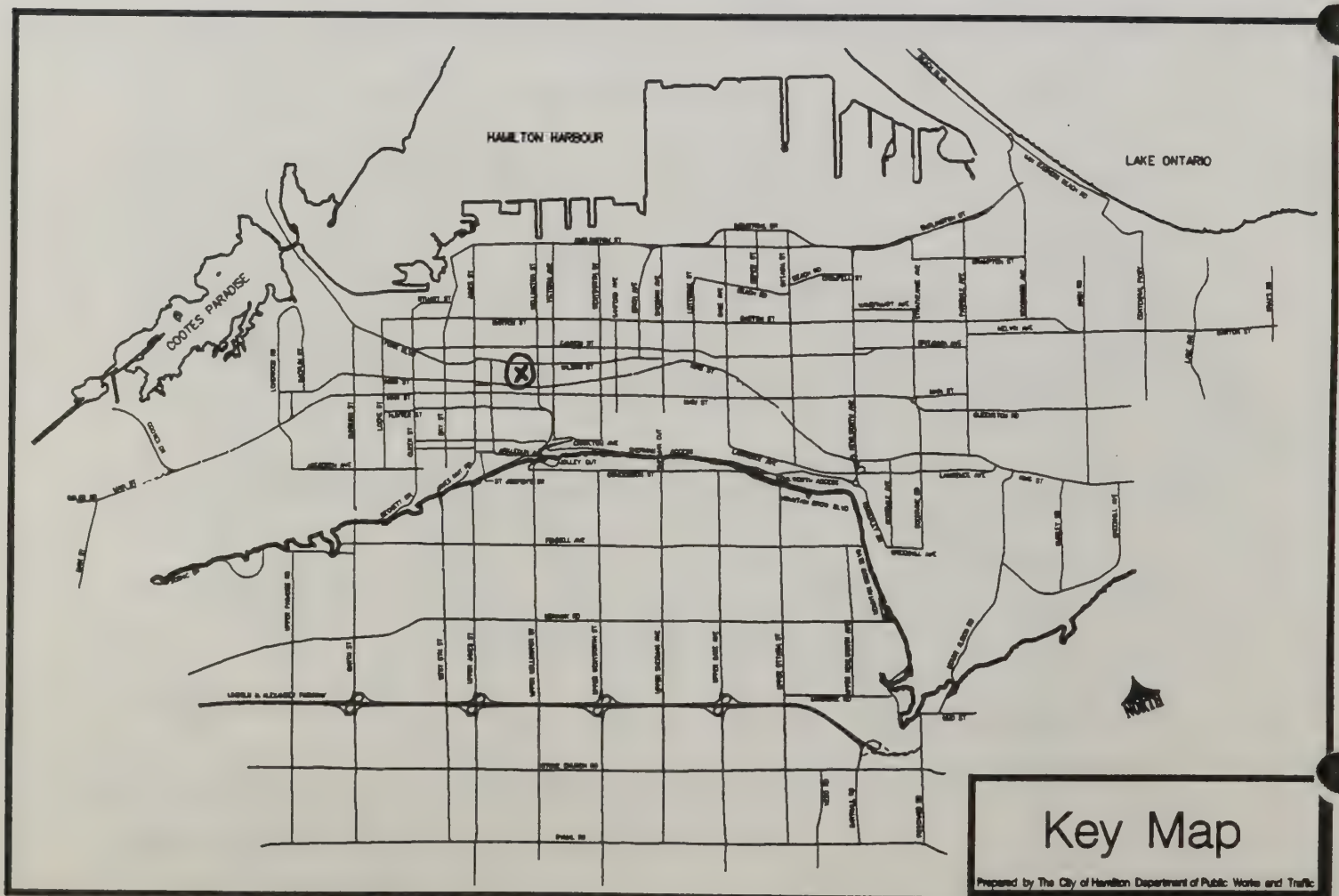
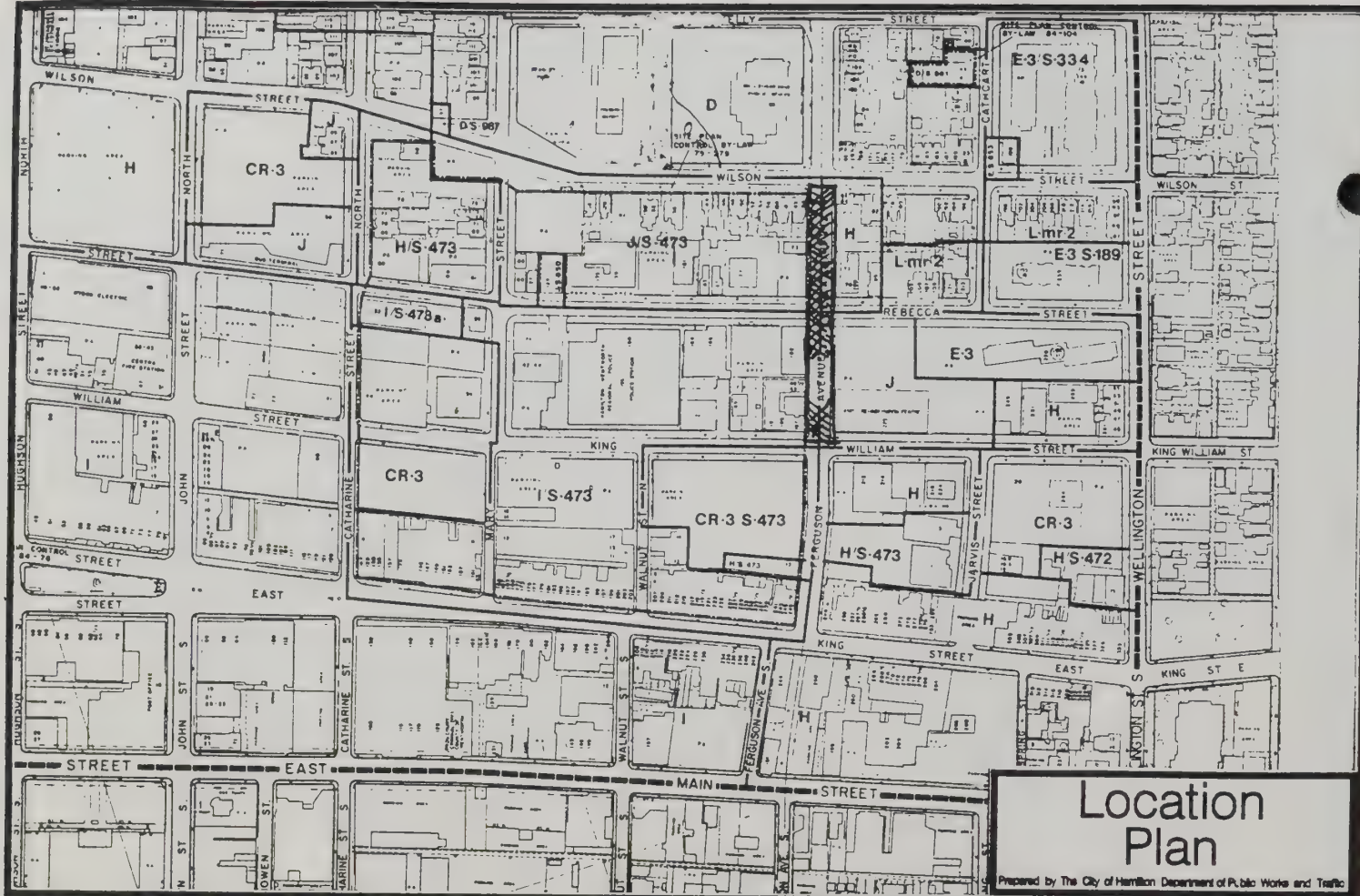
The existing width of Ferguson Avenue varies from 13.4m to 14.7m and it is proposed to have a width varying from 8.5m to 12.7m as shown on Appendix "A" attached.

The locations of the proposed projects are shown on the attached plans.


RPM/rb
attachments

- c.c. A. Leitch, General Manager, Transportation, Operations & Environment
- c.c. A. Ross, General Manager, Finance
- c.c. D. Onishi, Director, Design and Construction





Preliminary Streetscape Concept

**Ferguson Avenue
Revitalization
Phase 4**

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 2000 February 21
Author: R. W. Chrystian

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: C. Guthro, Acting Commissioner
Department of Public Works and Traffic

SUBJECT: Use of Pesticides (PWT00035)

RECOMMENDATION:

- a) That the City of Hamilton take no action regarding the matter of regulating and/or restricting pesticide use by private property owners; and,
- b) That the City of Hamilton continue with its current limited spray program on City owned and maintained properties; and,
- c) That CUPE Local 5 be advised of City Council's decision.

Charles Guthro

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Financial

The Parks Division administers a relatively modest current budget of \$34,000 for the control of broadleaf weeds primarily within the perimeter of selected sports fields and as well at various high profile parks where spot spraying is done to control unsightly weed growth. Also, a limited spray program is in place for insect control at traffic island floral displays and within the Gage Park Greenhouse facility.

In all cases, licenced applicators are involved in the use of pesticides and existing regulations re: posting notice of use are followed.

Staffing

There are no staffing implications stemming from this recommendation.

Use of Pesticides (PWT00035)

Legal

- The Federal Government has control over the manufacturing, importation and registration of pesticide products in Canada under the Pest Control Products Act.
- The Ontario Provincial Government has control over the sale, handling, storage, use, disposal and transportation of pesticides under the Pesticide Act.
- There is no specific legal authority in Ontario for municipalities to regulate the use of pesticides on private property. However, as a property owner, a municipality can decide what type of pesticide use is appropriate on its properties.
- Municipalities in Ontario, under Section 102 of the Ontario Municipal Act have the power to "pass such by-laws and make such regulations for the health, safety, morality and welfare of the inhabitants of the municipality in matters not specifically provided for by this Act and for governing the conduct of its members as may be deemed expedient and are not contrary to law." Given that the courts in Ontario have said that this provision does not confer unlimited jurisdiction upon a municipal council as it could be argued that all laws dealing with any topic are passed in the interest of health, safety, morality and welfare of the inhabitants, it is unlikely that this general power is sufficient authority for the City to pass a by-law regulating pesticide use on private property.
- In contrast, municipalities in the Province of Quebec operate under provincial legislation which permits the passing of by-laws regulating pesticide use. Such by-laws have been upheld by the courts in Quebec.

BACKGROUND:

At its meeting of 1999 June 21, Transport and Environment Committee received correspondence from the Recording Secretary of CUPE Local 5 regarding pesticide use.

The resolution submitted by Local 5 is attached to this report as Schedule 'A'.

This matter was referred back to staff for a report.

Based on research conducted by Legal Services, it is submitted that municipalities in Ontario do not have the legal authority to regulate the use of pesticides on private property.

Use of Pesticides (PWT00035)

Staff have learned that a group established by the Health Department of Ottawa-Carleton has requested that amendments be made to either federal or provincial legislation to grant the municipality the authority to regulate pesticide use. No legislative changes have been made to date as a result of those efforts.

For members of the public concerned with pesticide use on private properties, there are several agencies which try to educate residents about ecological alternatives. Green Venture is but one example of an agency active in implementing programs aimed at informing private homeowners on various environmental and conservation related practices, including reduced dependency on pesticides for home gardeners.

Regarding public lands owned and maintained by the City, including parks, traffic islands and the Green houses at Gage Park, the use of pesticides is restricted now primarily as a direct result of budget reductions. In 1998, a current budget expansion of \$34,000 was approved for limited spraying as discussed briefly elsewhere in this report. A limited spray program is combined with other turf management practices at selected sports fields to combat broad leaf weed growth and maintain a healthy turf condition for safe play. Insecticides, applied by qualified and licenced applicators help ensure healthy floral displays at traffic island locations across the City. Finally, spot spraying at selected, highly visible parks is the most effective and efficient means of controlling unsightly weed growth; this is done, and on a limited basis due to budget restrictions.

Therefore, given the limited nature of the current program on public lands owned and maintained by the City, it is recommended that such a program be continued at this time.

RWC/mc
Attachment

cc: R. W. Chrystian, Manager of Parks
Attention: W. Plessl, P. Booker
D. Edwards – Legal Services
Green Venture Attention: H. Donison
CUPE Local 5

**RESOLUTION REGARDING
PESTICIDE BYLAWS**

Schedule A

WHEREAS it makes good environmental and health sense to reduce the use of toxic chemicals wherever possible;

WHEREAS Canadians are being urged by provincial and federal governments to reduce their dependence on chemical pesticides in all sectors;

WHEREAS ecological, non-toxic methods of pest control do exist;

WHEREAS about 80 per cent of Canadians live and work in urban areas which currently have no standardized restrictions on the use of these chemicals;

WHEREAS homeowners apply between five and ten times more toxic chemicals per acre than farmers;

WHEREAS town councils are empowered to pass bylaws to protect the health of residents and/or to define and prohibit nuisances;

WHEREAS several Québec towns (including Hudson, Senneville, Baie d'Urfé, St-Lambert, Ste-Geneviève, Huntingdon, Ste-Anne-de-Bellevue, Pointe Claire, Westmount and Beaconsfield) have recently passed bylaws to restrict or ban the use of pesticides;

BE IT RESOLVED that CUPE Local 5 urges the municipality of Hamilton Wentworth & City to protect the environment and the health of its residents by passing a bylaw to prohibit the cosmetic use of pesticides in residential areas and on public properties, to restrict the use of pesticides when used to control infestations of pests on residential and public properties and simultaneously educate residents about ecological alternatives to pesticides.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 2000 February 22
File No. TEC- 019 -00 / Author: Various

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charles Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: Routine Amendments to the City Traffic By-law 89-72
Transport and Environment Committee Meeting - 2000 March 06
(PWT00060)

RECOMMENDATION:

That the requests for routine amendments listed herein be approved and that an appropriate by-law to amend the City Traffic By-law 89-72 be passed and enacted.

Charles Guthro

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Staff has received several requests/petitions for routine changes to existing on-street parking regulations and/or intersection control on City streets. Staff has investigated and concurs with the following requests.

1. Ward 1

- (a) Yolanda Lasardo has requested that the existing reserved "Permit Parking" regulation on the south side of Florence in front of her mother's home at 149 Florence Street be removed as the tenants have moved and the space is no longer required.
- (b) Mike Lulgiuraj, 151 Emerson Street, has requested that the existing "No Parking" loading zone on the south side of Royal, adjacent to his business be removed as it is no longer required.

2. Ward 2

- (a) The Hamilton-Wentworth Regional Police Service has requested that the four parking meters on the north side of King William, directly in front of the Texas Border Bar and Grill be replaced with a full-time "No Parking" regulation to alleviate the congestion caused by motorists that "double park" in the late evening.

3. Ward 3

- (a) Staff has received a request from Alderman Bernie Morelli on behalf of the owner of Duarte's Grocery, 417 Barton Street East, that the first two parking meters on the west side of Cheever, north of Barton, adjacent to his business be replaced with a "No Parking" loading zone.
- (b) Mrs. Gulley, 103 Gibson Avenue, has requested that the existing reserved "Permit Parking" regulation on both sides of Gibson, implemented for her use, be removed as she has moved.
- (c) Staff has received a petition signed by 11 of the 18 homes abutting Lorne between Afton and Maplewood requesting that the existing "Permit Parking, 8:00 am to 5:00 pm, Monday to Friday" regulation on the east side of Lorne be extended to a full-time "Permit Parking" regulation. Staff has contacted an additional three residents. Twelve residents are in favour of extending the hours of the regulation, one is opposed and one has no opinion.
- (d) Staff has received a petition requesting that the existing "Permit Parking" regulation on the south side of Lloyd between Gage and Chapple be removed to allow unrestricted parking. The petition was signed by representatives of seven of the nine properties abutting the block, all of whom support the request.
- (e) Mrs. Joan Henderson, 31 Oak Avenue, has requested the implementation of a reserved "Permit Parking" regulation on the west side of Oak directly in front of her home since she is disabled.
- (f) Joanne Kendall, 14 Oak Avenue, has requested the implementation of a reserved "Permit Parking" regulation on the east side of Oak directly in front of her home since her mother is disabled.
- (g) Staff has received a request from Ms. Beverly Thompson, 192 Cumberland Avenue, that a reserved "Permit Parking" regulation be implemented on the south side of Cumberland, directly in front of her home, for use by her mother who is disabled.

- (h) Last year, staff received a request from Amcan Castings Ltd., 10 Hillyard Street, that a full-time "No Parking" regulation be implemented on the west side of Hillyard between Brant and Munroe, directly in front of their property. Report TEC-099-99 concerning this request was tabled by Alderman Bernie Morelli at the Transport and Environment Committee meeting on April 19, 1999, until such time that concerns expressed by area residents were resolved. Area residents and representatives from Amcan Castings Ltd. have agreed to allow a 45-foot section on the west side of Hillyard at the southerly end of the block to remain as unrestricted parking.

4. Ward 4

- (a) Mrs. Sullivan, 15 Edgar Street, has requested the implementation of a reserved "Permit Parking" regulation on the west side of Edgar in front of her home, since her husband is disabled.
- (b) Gail Marshall, 66 Park Row North, has requested the implementation of a reserved "Permit Parking" regulation on the east side of Park Row in front of her home, since her husband is disabled.

5. Ward 6

- (a) Aldermen Tom Jackson and Bob Charters have advised of a request from Denise Rackus and Abe Friesen, Board of Directors, 1675 Upper Gage Avenue, that a full-time "No Parking" regulation be implemented on the east side of Upper Gage between Rymal and Ossington, to facilitate two-way traffic flow and driveway movements.
- (b) Staff has received a petition requesting that the existing "No Parking, 8:30 am to 6:00 pm, Monday to Friday" regulation and the full-time "No Parking" regulation on both sides of Rosanne between Palmer and the westerly end be replaced by a "Permit Parking, 9:00 am to 5:00 pm, Monday to Friday" regulation. The petition has been signed by representatives of 19 of the 27 properties abutting the block, all of whom support the requested change. A maximum of 15 permits can be issued to the residents.

- RECOMMENDATION -

DATE: 2000 February 2
File No. TEC-016-00 / Author: M. White

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: A. F. Leitch, P. Eng.
General Manager, Transportation, Operations and Environment

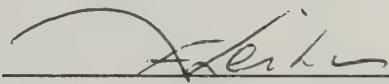
SUBJECT: Supply and Delivery of Traffic Sign Posts and
Hardware (TOE00001)

RECOMMENDATION:

That purchase orders be issued to:

McKeough Supply Inc., Hamilton, Ontario,
Modern Ornamental Iron Works, Hamilton, Ontario,
Bochek Fabricating Limited, Hamilton, Ontario,
Canada Kiosk Corporation, Grimsby, Ontario, and
Mechanical Advertising Inc., Oshawa, Ontario.

for the supply and delivery of traffic sign poles and hardware as and when required during 2000 by the Transportation, Operations and Environment Division, with an estimated expenditure in 2000 of approximately \$366,000 to be financed through the Traffic Signs Materials Account No. COHAM-53072-466130.


A. F. Leitch, General Manager

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The materials as described will be purchased, as required, for 2000 projects funded from the 2000 current budget.

BACKGROUND:

The tender for the supply and delivery of traffic sign posts and hardware was advertised and bidders were invited to submit quotes. It is recommended that, as per the attached bidders price list, purchase orders be awarded to the lowest acceptable bidder for each item, being McKeough Supply Inc., Modern Ornamental Iron Works, Bochek Fabricating Limited, Canada Kiosk and Mechanical Advertising, who offer materials matching the specifications acceptable to the Traffic Division. Items 25 to 31 inclusive and items 32 to 39 inclusive were to be bid as groups, and the lowest complete bid for each group

SUBJECT: Supply and Delivery of Traffic Sign Posts and
Hardware (TOE00001)

Page 2

was accepted. For item 23, the second highest bidder is the recommended supplier as awarding this one item to the low bidder would result in a single commodity being supplied by that supplier. The minimal extra cost to be paid for this item is offset by the savings in administrative cost of issuing a purchase order for the single item.

MW/HLS/str
Att.

TRAFFIC SIGN POSTS AND HARDWARE TENDER

Jan 2000

SCHEDULE OF CONTRACT PRICES - LOW BID ANALYSIS

PST, Extra - GST, Extra - Delivery, Included

			Mckeough Supply	Modern Ornamental	Mechanical	Bochek Fabricating	Canada Kiosk	Canadian Roadway	Niagara Plumbing
Item No.	Inv No.	Description	Unit Price	Unit Price	Unit Price	Unit Price	Unit Price	Unit Price	Unit Price
1	1748	Bracket 150 End Mount (SNS)	<u>\$11.30</u>		\$12.90				
2	1785	Bracket 200 End Mount (SNS)	<u>\$13.25</u>		\$13.90				
3	1804	Bracket adapter (SNS)	<u>\$7.70</u>		\$9.45				
4	2186	Bracket 4X4 street name cap	<u>\$12.25</u>		\$15.60				
5	91821	Bracket round pole clamp	\$6.08				<u>\$3.75</u>		
6	1772	Bracket 300 extension bar		<u>\$2.25</u>		\$5.00	\$5.50		
7	1784	Bracket 600 extension bar		<u>\$3.50</u>		\$7.00	\$8.60		
8	1790	Bracket 750 extension bar		<u>\$4.80</u>		\$7.00	\$9.10		
9	1796	Bracket 900 extension bar		<u>\$7.60</u>		\$10.05	\$11.10		
10	1802	Bracket 1050 extension bar		<u>\$8.50</u>		\$11.70	\$13.80		
11	1838	Bracket sidefire bracket		<u>\$5.90</u>	\$21.45	\$8.50	\$12.75		
12	1862	Bracket "L" bracket		<u>\$7.50</u>		\$13.60	\$14.90		
13	1910	Bracket 650 side mount		<u>\$16.50</u>		\$24.00	\$28.50		
14	1916	Bracket 950 side mount		<u>\$19.60</u>		\$27.40	\$37.00		
15	1693	Bracket H.S.R. pole mount		<u>\$12.00</u>			\$35.00		
16	1810	Bracket 450 face mount		<u>\$14.00</u>		\$23.30	\$29.75		
17	1811	Bracket 600 face mount				<u>\$26.70</u>	\$32.50		
18	1813	Bracket 750 face mount				<u>\$27.20</u>	\$32.50		
19	1812	Bracket 900 face mount				<u>\$27.70</u>	\$32.50		
20	1874	Bracket 280 tie down				<u>\$8.00</u>	\$11.50		
21	1875	Bracket 480 tie down				<u>\$10.50</u>	\$12.10		
22	1456	Bracket flange coupling				<u>\$37.40</u>	\$52.50		
23	1463	Bracket 150 flange coupling	<u>\$8.80</u>						*note3 \$7.15
24	4625	25mm square post	<u>\$6.70</u>		\$8.90	\$15.00	\$20.50		
25	4412	Combination meter posts	<u>\$45.26</u>	\$49.00					note 1
26	4418	Combination meter posts	<u>\$59.90</u>	\$69.00					note 1
27	4592	2" round post 2750 "	<u>\$22.02</u>						\$20.75
28	4604	2" round post 3050 "	<u>\$23.84</u>						\$23.00
29	3578	2" round insert c/w 92585 "	<u>\$12.37</u>						\$5.76
30	92585	2" coupling	<u>\$1.25</u>						\$1.60
31	3579	1 1/2" drop pipe "	<u>\$3.70</u>						\$2.80
32	4706	"U" channel 2 1/2" X 3660	<u>\$16.04</u>		note 2		\$17.42		
33	4707	"U" channel 2 1/2" X 3050	<u>\$13.36</u>		note 2		\$14.52		
34	4701	"U" channel 3 1/2" X 3660 "	<u>\$13.14</u>		note 2		\$21.31		
35	4702	"U" channel 3 1/2" X 3050	<u>\$11.34</u>		note 2		\$17.76		
36	4700	"U" channel 3 1/2" X 525	<u>\$5.94</u>		note 2		note 2		
37	96741	"U" channel spacers	<u>\$0.68</u>		\$0.59		note 2		
38	96745	"U" channel spacers	<u>\$0.33</u>		note 2		note 2		
39	96746	"U" channel spacers	<u>\$0.52</u>		note 2		note 2		
40	1870	Street name sign "T"	<u>\$8.25</u>		\$9.40				
41	1689	Double sided round pole clamp	<u>\$7.60</u>		\$7.60				
42	1872	Bracket cantilever wing	\$31.07		<u>\$13.90</u>				
43	2180	Street name cap	<u>\$7.80</u>						
44	2181	Street name cap	<u>\$7.80</u>						
45	1805	Adapter square (SNS)	<u>\$7.80</u>		\$8.65				
Recommended Awarded Tender value			\$280,000.00	\$25,000.00	\$4,000.00	\$7,500.00	\$50,000.00	\$0.00	\$0.00

- Notes:
- 1 Items 25-31 were to be bid as a group - supplier recommended was low for whole group
 - 2 Items 32-39 were to be bid as a group - supplier recommended was low for whole group
 - 3 Item not awarded to low bidder as that supplier not awarded anything else. Awarded to second low bid.
 - 4 Recommended supplier and cost shown in large, underlined, bold unit price.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: February 16, 2000
 File No: S-601-02, S703-087, S716-041, S726-238 and S723-081
 G. McGuire

REPORT TO: Chairman and Members
 Transport and Environment Committee

FROM: A.F. Leitch, P. Eng, General Manager
 Transportation, Operations and Environment

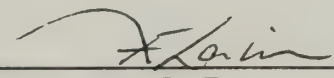
SUBJECT: To incorporate certain City land into various streets
 by By-Laws (TOE00002)

RECOMMENDATION:

- a) That the following City land be incorporated into the following streets:

Annabelle Street	Parts 4,5,7	Plan 62R11755
Centennial Parkway	Part 1	Plan 62R15214
Claudette Gate	Part 1	Plan 62R12354
Donnici Drive	Blk 32	Plan 62M-750
Dunsmere Road	Part 1	Plan 62R14682
Marilyn Court	Part2	Plan 62R14840
	Blk 22	Plan 62M-864
Townmansion Drive	Blks 56,	Plan62M-836
	57,58	

- b) That the by-laws to carry out the incorporation of the said land into the foregoing streets be prepared to the satisfaction of the Corporate Counsel and be enacted by Council.
- c) That the General Manager of Transportation, Operations & Environment be authorized and directed to register the by-laws.


 A.F. Leitch, P. Eng.

th

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A


To incorporate certain City land into various streets
by By-Laws (TOE00002)

Page 2

BACKGROUND:

To complete conditions of severance and to complete final street widths, it is necessary to incorporate City land into the road allowance as indicated below.

<u>Incorporating into Street Name</u>	<u>Land Description being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Annabelle Street	Parts 4,5,7 Plan 62R11755	N/A	To complete conditions of severance	S-601-02
Centennial Pkwy	Part 1 Plan 62R15214	N/A	To complete conditions of severance	S-601-02
Claudette Gate	Part 1 Plan 62R12354 Blk 144 Plan 62M-679	N/A	To provide access to Claudette Gardens Phase 6	S703-087
Donnici Drive	Blk 32 Plan 62M-750	N/A	To provide access to Paradise Gate Estates – Phase 2	S716-041
Dunsmere Road	Part 1 Plan 62R14682	N/A	To complete conditions of severance	S-601-02
Marilyn Court	Part 2 Plan 62R14840 Blk 22 Plan 62M-864	N/A	To complete conditions of severance	S726-238
Townmansion Dr	Blks 56,57,58 Plan 62M-836	N/A	To provide access to Wisemount Estates Phase 10	S723-081



GM:ho
Encls.

cc H. Groen, Transportation Division
cc F. Angelici, Planning Division
cc K. Nutley, Real Estate Division

- RECOMMENDATION -

DATE: February 29, 2000

REPORT TO: Chairman and Members
Transport and Environment Committee

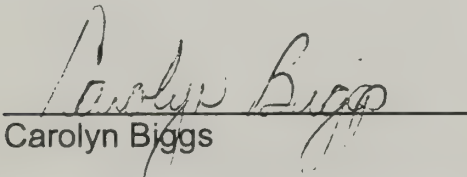
FROM: Carolyn A. Biggs
Legislative Assistant

SUBJECT: Information Items
Transport and Environment Committee – March 6, 2000

RECOMMENDATION:

That Items (a) to (d) distributed to members of the Committee under separate cover, be received for information:

- (a) Winter Operations – January 1 to February 20, 2000 (PWT00063)
- (b) Recovery of Costs Associated with the Enforcement of By-law 85-159 respecting "Collectible Waste" (PWT00056)
- (c) Requests to Remove Through Street Designations (PWT00044)
- (d) Methyl Tertiary Butyl Ether (PWT00062)


Carolyn Biggs

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A.

SUSTAINABLE DEVELOPMENT IMPLICATIONS:

(Vision 2020, adopted by Regional Council as their vision for the future of Hamilton-Wentworth, embodies the concept of a sustainable community which is an equal balance of the economy, the environment, and social/health factors in all regional decision-making)

N/A.

BACKGROUND:

Information Items (a) to (d) were received and distributed under separate cover to the members of the Committee with the agenda package.

CAY ON HBL AOS
CSITG
2000

**URBAN
MUNICIPAL**

The Urban Municipal Collection
2nd Floor
Hamilton Public Library



AGENDA

CITY OF HAMILTON TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, April 3, 2000
9:30 a.m.
Room 233, Hamilton City Hall
71 Main Street West, Hamilton

**Carolyn Biggs
Legislative Assistant**

CALL TO ORDER

- 1. DECLARATIONS OF INTEREST**
- 2. ADOPTION OF MINUTES – March 6, 2000**
- 3. Hamilton Bio-Conversion Inc., 2380 Brampton Street – Application to Amend Certificate of Approval No. A650025 for a Waste Disposal Site (Processing) (PDS99072a)**
- 4. CONSENT AGENDA**
 - 4.1 Routine Amendments to City of Hamilton Traffic By-law 89-72 – Transport and Environment Committee Meeting – April 3, 2000 (PWT00076)**
 - 4.2 Bayfront and Mohawk Bus Routes - Bus Stop Relocation (PWT00068)**
 - 4.3 Mohawk Bus Route - Bus Stop Relocation (PWT00070)**
 - 4.4 Bayfront and Parkdale Bus Routes - Bus Stop Removal and Relocation (PWT00074)**
 - 4.5 Intersection of Lake Avenue and South Service Road (TOE00005)**

4.6 To Incorporate Certain City Land into Various Streets by By-laws (TOE00006)

4.7 Information Items

That the following items distributed under separate cover, be received:

(a) Hess Street Roadway Repairs (TOE00004/RDS00029)

(b) Pesticide Use in City Parks (PWT00035a)

5. OTHER BUSINESS

6. ADJOURNMENT



MINUTES

CITY OF HAMILTON TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, March 6, 2000

9:30 a.m.

Room 233, Hamilton City Hall
71 Main Street West, Hamilton

Present: Alderman C. Collins (Chairperson), Alderman D. Wilson (Vice-Chairperson), Mayor R. M. Morrow, Aldermen M. Kiss, A. Horwath, B. Morelli, T. Jackson, T. Anderson, F. D'Amico

Also Present: Aldermen M. Caplan, G. Copps, B. Kelly
C. Guthro, M. Hazell, R. Meiers, K. Extance, B. Price, C. Biggs

Alderman C. Collins, Chairperson, called the meeting to order.

THE FOLLOWING ITEMS WERE RECOMMENDED TO CITY COUNCIL:

1. **By-law to Stop Up, Close and Sell a Portion of Cathcart Street and to Sell a Closed Portion of the east-west alley lying south of Barton Street and east of Cathcart Street (PWT00064) (Item 3.1)**

That an appropriate by-law be prepared to the satisfaction of Corporate Counsel to:

- (a) stop up, close and sell a portion of Cathcart Street on Registered Plan 287 designated as Parts 2, 3 and 5 on Plan 62R-14133; and,
- (b) sell the closed east/west alley, lying south of Barton Street and east of Cathcart, designated as Part 4 on Plan 62R-14133.

2. Hamilton Street Railway Annual Transit Shelter and Landing Pad Programs (TRA00006) (Item 5)

That the Region's Transportation Services Committee be advised that transit shelters be installed at the following locations:

- (a) Kenilworth Avenue North at Main Street East; and,
- (b) Barton Street East at Mary Street; and,
- (c) Barton Street East at Sanford Avenue; and,
- (d) Macklin Street North at Dufferin Street (Shalom Village); and,
- (e) Greenhill Avenue at Country Club Drive; and,
- (f) Garth Street, opposite No. 1440 Garth Street; and,
- (g) Upper Kenilworth Avenue, opposite Recalmuto Street.

3. Moratorium on Encroachment Fees in the Downtown Core (PWT00059) (Item 6)

- (a) That the moratorium on encroachment fees in the downtown core which was previously approved for the period of January 1, 1998 to September 1, 1999, be extended to December 31, 2000; and,
- (b) That the boundary of the downtown core for the exemption of encroachment fees for outdoor patio cafes be extended southerly to Herkimer Street and northerly to Burlington Street.

Alderman T. Anderson wished to be recorded as opposed.

4. Proposed Construction Surface-Treated Roadways – Ferguson Avenue, from King William Street to Wilson Street; Howard Avenue, from South Bend to the North End (PWT00061) (Item 7)

- (a) That the General Manager, Transportation, Operations and Environment be authorized to undertake the construction of a finished roadway and associated sidewalk reconstruction on Ferguson Avenue between King William Street and Wilson Street and Howard Avenue between South Bend Road and the north end at an estimated cost of \$513,000 and \$249,000 respectively; and,
- (b) That these projects be funded from the 2000 Capital Budget, City's and Owner's Share of Locals (Residential); and,

- (c) That the proposed alteration of Ferguson Avenue North, between King William and Wilson Streets, to provide for road width varying from 8.5m to 12.7m, as shown on Appendix "A", be advertised under Section 300 of the Municipal Act, being Chapter M.45 of the Revised Statutes of Ontario 1990; and,
- (d) That the necessary By-law be prepared by the Acting Commissioner of Public Works and Traffic in a form satisfactory to Corporate Counsel and advertised by the Municipal Clerk.

5. Use of Pesticides (PWT00035) (Item 8)

- (a) That the Region's Environmental Services Committee be requested to undertake a public awareness/education component on the use of pesticides; and,
- (b) That a resolution to prohibit the use of pesticides for the Committee's review be formulated, to be submitted to the Annual Meeting of the Association of Municipalities of Ontario for consideration; and,
- (c) That staff bring a report back on the feasibility of installing an irrigation system at Bayfront Park; and,
- (d) That CUPE Local 5 be advised of City Council's decision.

6. Routine Amendments to City of Hamilton Traffic By-law 89-72 – Transport and Environment Committee Meeting – March 6, 2000 (PWT00060) (Item 9.1)

That the requests for routine amendments, attached hereto as Appendix "B", be approved and that an appropriate by-law to amend the City Traffic By-law 89-72 be passed and enacted.

7. Supply and Delivery of Traffic Sign Posts and Hardware (TOE00001) (Item 9.2)

That purchase orders be issued to:

McKeough Supply Inc., Hamilton, Ontario,
Modern Ornamental Iron Works, Hamilton, Ontario,
Bochek Fabricating Limited, Hamilton, Ontario,

Canada Kiosk Corporation, Grimsby, Ontario, and
Mechanical Advertising Inc., Oshawa, Ontario.

for the supply and delivery of traffic sign poles and hardware as and when required during 2000 by the Transportation, Operations and Environment Division, with an estimated expenditure in 2000 of approximately \$366,000 to be financed through the Traffic Signs Materials Account No. COHAM-53072-466130.

8. To Incorporate Certain Land into Various Streets by By-laws (TOE00002)
(Item 9.3)

(a) That the following City land be incorporated into the following streets:

Annabelle Street	Parts 4,5,7	Plan 62R11755
Centennial Parkway	Part 1	Plan 62R15214
Claudette Gate	Part 1	Plan 62R12354
Donnici Drive	Blk 32	Plan 62M-750
Dunsmere Road	Part 1	Plan 62R14682
Marilyn Court	Part2	Plan 62R14840
	Blk 22	Plan 62M-864
Townmansion Drive	Blks 56, 57,58	Plan 62M-836

(b) That the by-laws to carry out the incorporation of the said land into the foregoing streets be prepared to the satisfaction of the Corporate Counsel and be enacted by Council.

**THE FOLLOWING ITEMS NOT REQUIRING COUNCIL APPROVAL WERE
ADOPTED AND/OR NOTED:**

(a) Declarations of Interest (Item 1)

None declared.

(b) Adoption of Minutes - February 21, 2000 (Item 2)

That the Minutes of the meeting of the Transport and Environment Committee held on February 21, 2000, be adopted.

- (c) **Public Meeting By-law to Stop Up, Close and Sell a Portion of Cathcart Street and to Sell a Closed Portion of the east-west alley lying south of Barton Street and east of Cathcart Street (PWT00064) (Item 3.1)**

In accordance with the requirements of the Municipal Act, the proposed closure was advertised in the Spectator for four consecutive weeks. The Chairman requested if there was anyone present wishing to address this issue, to which there were none.

- (d) **Cleaning Equipment – Sidewalks (Item 4)**

Mayor R. Morrow expressed concern that with the arrival of spring, litter from the winter months is becoming very evident in areas of the City. As a result of the Mayor's concerns, the following directions are to be undertaken by staff:

- (a) That staff report bring a report back to the Transport and Environment Committee on the following issues:
- (i) developing a strategy for an overall cleanup of the City, (including areas such as railway rights-of-way, abutting hydro corridors, on/off ramps), on an on-going basis, involving staff, political and volunteer (i.e., Boy Scouts, Girl Guides, Rotary Clubs, schools, etc.) participation; and,
 - (ii) sidewalk cleaning equipment currently being used for clean up; and,
- (b) That appropriate staff of the Building Department be directed to prepare a by-law which would address the enforcement of owners to maintain their properties in a clean and neat fashion, for the consideration of the Transport and Environment Committee.

Alderman C. Collins advised that representatives from the "Keep Hamilton Clean" Committee have requested an opportunity to address the Committee, and will be scheduled at a later date.

(e) **Moratorium on Encroachment Fees in the Downtown Core (PWT00059)**
(Item 6)

That staff be requested to bring a report back to the Committee on what financial effect the moratorium on encroachment fees for outdoor patio cafes would have if extended beyond the downtown core (e.g., Ottawa Street, Concession Street).

(f) **Other Business** (Item 10)

(a) **Hess Village**

Alderman A. Horwath requested that staff, in consultation with the Special Events Advisory Team, merchants and community representatives, develop site specific restrictions/guidelines for special events/festivals in Hess Village, taking into consideration road closure requirements, frequency of events/festivals, etc., and report back to the Committee.

(b) **Rennie Street Landfill Site**

At the request of Alderman D. Wilson, staff provided the Committee with an update of the condition of the silt fences at the Rennie Street Landfill Site.

(g) **Information Items** (Item 9.4)

That the following items be received:

(a) **Winter Operations – January 1 to February 20, 2000 (PWT00063)**

(b) **Recovery of Costs Associated with the Enforcement of By-law 85-159 respecting "Collectible Waste" (PWT00056)**

(c) **Requests to Remove Through Street Designations (PWT00044)**

Note: Alderman M. Kiss requested that the removal of the through street designation on Aberdeen Avenue, between Longwood Road and Dundurn Street, be placed on the next agenda of the Transport and Environment Committee.

(d) **Methyl Tertiary Butyl Ether (PWT00062)**

Note: The meeting of the Transport and Environment Committee adjourned at 11:00 a.m.

**Alderman C. Collins, Chairman
Transport and Environment Committee**

Carolyn Biggs
Legislative Assistant

CITY OF HAMILTON

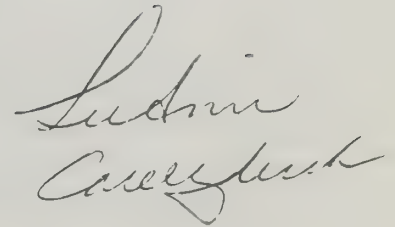
- RECOMMENDATION -

DATE: 2000 March 7
ENV-MOECOA-99-03

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Lee Ann Coveyduck, M.C.I.P., R.P.P.
General Manager,
Community Planning & Development Division

SUBJECT: Hamilton Bio-Conversion Inc., 2380 Brampton Street,
Application to Amend Certificate of Approval No. A650025
For a Waste Disposal Site (Processing) (PDC99027(A))

**RECOMMENDATIONS:**

- (a) That the West Central Branch and the Environmental Assessment and Approvals Branch of the Ontario Ministry of Environment be advised that the City of Hamilton has no comments on the proposed Amendment to Certificate of Approval No. A650025 for the facility known as Hamilton Bio-Conversion Inc. located at 2380 Brampton Street, as shown on the attached map marked as Appendix "A";
- (b) That a copy of this report be forwarded to the West Central Branch and the Environmental Assessment and Approvals Branch of the Ontario Ministry of Environment for their consideration; and,
- (c) That the West Central Branch and the Environmental Assessment and Approvals Branch of the Ontario Ministry of Environment be requested to forward a copy of the decision respecting the proposed Amendment to the Certificate of Approval for Hamilton Bio-Conversion Inc. to the Municipal Clerk, City of Hamilton.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Certificate of Approval Amendment applications are processed by the Ontario Ministry of the Environment under the authority of the Environmental Protection Act. The City of Hamilton has been formally requested to provide comments to the Ministry on this specific application.

BACKGROUND:

What is a Certificate of Approval?

A "Certificate of Approval" pursuant to Part V of the Environmental Protection Act is a legally binding document, through which an individual, company or municipality is permitted by the Ontario Ministry of the Environment (MOE) to undertake an activity related to the management of waste.

Each Certificate of Approval is drafted to address the site-specific considerations relevant to the proposal and contains enforceable requirements that ensure environmental and health protection, compliance with legislation and policy requirements. The Certificate of Approval stipulates the types of wastes that can be managed at the facility, and contains "conditions" that describe the manner in which the facility is to be operated. Failure to comply with any of a Certificate's conditions constitutes a violation of the Environmental Protection Act and is grounds for enforcement through the Provincial Offences Act.

As part of their review process, the MOE requests the affected municipality to provide comments on proposed new and amended Certificate of Approval applications. The MOE then makes a decision on the application on the basis of the comments received, in addition to various technical and environmental considerations.

Current Operations

Hamilton Bio-Conversion Inc. has been operation since July, 1995 at 2380 Brampton Street in the Nashdale Neighbourhood (see key map marked as Appendix "A"). The plant converts organic wastes, primarily food wastes from restaurants, food processors, wholesalers and supermarkets, through a patented aerobic thermophilic fermentation process into an animal feed supplement.

The current Certificate of Approval No. A650025 for the facility permits the following:

- the facility can operate 7 days a week, 24 hours a day, 365 days a year;
- the facility can accept liquid and solid non-hazardous organic food packing, processing, preserving, preparation and restaurant or food kitchen waste including agricultural, processed organic waste, leaf and yard waste and source separated residential waste;
- the facility can receive waste from all provinces within Canada, and the States of New York, Michigan, Pennsylvania and Ohio;
- the facility can process 181 metric tonnes per day or 1,267 tonnes per week on a 7-day schedule (1 metric tonne is equivalent to 2,205 Imperial pounds);
- the maximum amount of waste to be received at the site is 278 tonnes per day on a 5-day schedule to a maximum of 1,393 tonnes per week; and
- the maximum amount of unprocessed waste to be stored on site is 525 tonnes.

Previous Recent Applications

In December, 1998, the MOE received an application from Hamilton Bio-Conversion Inc. to amend Certificate of Approval No. A650025. The application proposed the following:

- 1) Expanding the food waste processing line (Line 1) from 181 tonnes per day to 364 tonnes per day over a 7-day schedule;
- 2) Establishing a new processing line for sewage sludge and papermill sludge (Line 2) to process 364 tonnes per day over a 7-day schedule; and,
- 3) Establishing a new food depackaging operation. A depackaging operation accepts packaged food/liquid products that have expired or did not meet production specifications, retrieves the food/liquid for use within the food waste processing line and shreds the respective containers/packages. The maximum waste material proposed to be stored waiting depackaging was 750 tonnes.

A revised application submitted in April, 1999 included elements of the original application. The revised application requested:

- 1) The addition of a 10,000 sq. ft. depackaging centre for depackaging of liquid, powdered and solid organic food wastes. The maximum waste material to be stored on-site awaiting depackaging was proposed to be 500 tonnes. In addition, a maximum 95 tonnes of recyclable materials were to be stored in roll-on/roll-off lugger boxes; and,
- 2) A demonstration program to process treated digested sewage sludge into a value-added end product, i.e., a soil amendment fertilizer. The maximum quantity of sewage sludge to be received at the plant for processing during the demonstration program would be limited to 91 tonnes per day. The time period of the demonstration program would total one month (31 days), either continuous or intermittent.

On June 21, 1999, a report prepared by the General Manager, Community Planning and Development Division (PDC99027) was submitted to the Transport and Environment Committee (T&EC). The report expressed concerns about the proposed sewage sludge demonstration project, particularly on the potential for odours. This was based on a prior sewage sludge demonstration when significant concern was raised from neighbouring businesses and residents on the odours emanating from the facility. In considering the proposed food depackaging facility, concerns were expressed about the absence of any odour control mechanism to mitigate potential odours.

At the request of the consultant representing Hamilton Bio-Conversion Inc., the matter was deferred to allow the company to meet and work with the affected neighbourhood residents and businesses to reach a mutual resolution. Four neighbourhood consultation meetings were held subsequent to the June, 1999 T&EC meeting. These meetings were very productive and allowed neighbouring businesses and residents, Community Planning staff and Ministry of the Environment staff an opportunity to ask questions of company officials and identify concerns. The company was very up-front in these meetings and sought the opinions and potential concerns of the neighbouring businesses and residents of their latest proposal prior to formal submission to the Ministry of the Environment.

The Proposal

Subsequent to the four Community Consultation meetings, in December, 1999 a revised application was submitted to the Ministry of the Environment as follows:

"The application is to amend Certificate of Approval No. A650025 to allow the addition of a 10,000 sq. ft. depackaging centre for depackaging of liquid, powdered and solid organic wastes. The packaged contents will then be treated by the Hamilton Plant's aerobic thermophilic fermentation process for the conversion into an animal feed supplement as approved by the Canadian Food Inspection Agency. The maximum quantity of waste received at the site will remain unchanged from the existing approved amounts of 278 tonnes on any one day and 1393 tonnes in any seven (7) consecutive days. The maximum quantity of waste processed at the site remains unchanged and is limited to 181 tonnes per day. The maximum quantity of processed (product) and unprocessed waste stored at the site is to be increased from 525 tonnes to 1032 tonnes."

The depackaging centre will be located to the west of the existing facility. The depackaging equipment within the new centre would consist of two shredders and a baler of recyclable materials. The depackaging area is proposed to hold 500 tonnes of waste goods waiting depackaging. As well, an additional storage capacity of 7 tonnes is requested for one roll-on/roll-off lugger box to accommodate shredded glass. All storage of materials awaiting depackaging and bales of recyclable materials (aluminum, steel and plastic) after depackaging will be indoors. Only empty containers (bonar containers, lugger boxes, skids and wooden pallets) will be stored outside.

The odour control system specifically for the depackaging operations will consist of the two tower Regenerative Thermal Oxidizer (95% destruction efficiency) previously used at a similar facility in the City of Brampton. For the information of the Committee, industry practice for similar food depackaging operations would be to not install odour control mechanisms recognizing the lower likelihood of adverse odour emissions from these materials.

COMMENTS FROM MUNICIPAL DEPARTMENTS:

The application for the proposed amendment to the Certificate of Approval was circulated to other Departments. The comments received are as follows:

Pre-design and Special Projects, Transportation, Operations & Engineering Division

"Staff have reviewed the above-noted application and have the following comments:

- 1) The Special projects Office are currently negotiating and exchange of land between the applicant and the Region. Part 4 of the submitted site plan is currently Region-owned land and part 2 is owned by the applicant. The intent is to "Trade" part 4 for part 2 in order to relocate a portion of Brampton Street for the construction of the Red Hill Creek Expressway.
- 2) These negotiations are on-going and to date we have agreement "in principle" however they are by no means complete."

Public Works and Traffic, Transportation, Operations & Engineering Division

"The above location is located on a truck route with sufficient capacity to handle any increase in truck traffic. Therefore, the Traffic Planning Section has no concerns.

The Noise Control Section also has no comments."

Building Department, Community Planning & Development Division

1. "The site is located in a "KK" District.
2. The proposed use is permitted within this District.
3. Any proposed construction will require a building permit from this Department."

Fire Prevention Division, Fire Department

"This Department has reviewed the revised application for an amendment to the Certificate of Approval No. A650025 for the above noted property and has no objections or requirements."

Community Planning Department, Community Planning & Development Division

"Hamilton Bio-Conversion Inc. at 2380 Brampton Street is situated in the Nashdale Neighbourhood. The site is designated as Industrial in the City of Hamilton Official Plan.

Policy A.2.3.1 of the Official Plan states: "The primary uses permitted in the areas designated on Schedule "A" as INDUSTRIAL will be for Industry. In this regard, Industry is defined as manufacturing, processing, warehousing, repair and servicing. In addition to the primary permitted uses, the following uses may be permitted within INDUSTRIAL areas: iii) uses which have characteristics or functional requirements similar to Industries." The following policy should be noted as well:

A.2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial standards with respect to the emission of sounds and vibrations, permissible concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off.

The proposed waste management activity is consistent with the permitted uses within the Industrial designation. However, Policy A.2.3.23 also notes that any new activities on the site must comply with all Provincial standards, which in this context are the legal requirements contained within the MOE Certificate of Approval."

Environmental Health Branch, Social & Public Health Services Division

"The above-noted application has been reviewed by staff in this Division.

The application requests the addition of a 10,000 square foot depackaging centre, a doubling of the maximum quantity of unprocessed and processed waste stored on site and the addition of a Regenerative Thermal Oxidizer to minimize odour. A separate Certificate of Approval is being prepared to approve the operation of the exhaust stack associated with the thermal oxidizer.

It is also noted that this application has been reviewed and endorsed by the community committee. This Division has objection to this application, as submitted."

Regulatory Environmental Management, Transportation, Operations & Environment Division

"We wish to inform you:

1. A review of Hamilton Bio-Conversion Inc.'s application and site visit on January 10, 2000 indicates that there will be no changes to the current practice of discharging only condensate wastewater from their evaporator to the Regional sanitary sewer.
2. Current operations indicate that certain treatable parameters, namely Biochemical Oxygen Demand (BOD), exceed the Regional Sewer Use By-law. Hamilton Bio-Conversion Inc. must negotiate an Overstrength Discharge Agreement.
3. Certain non-treatable parameters, namely pHs has exceeded the Regional Sewer Use By-law. A pH neutralization system has been constructed to deal with this, however should compliance not be achieved, Hamilton Bio-Conversion Inc. must enter into negotiations for a Compliance Agreement.
4. Contingency plans for spills and vehicular accidents on site and clean-up procedures were covered under the company's previous Certificate of Approval. Modifications may be required due to the nature of the proposed material to be processed and also the significant increase in the plant processing and storage capacity.

The non-hazardous nature of the material processed should not present any foreseeable problems with regard to sewer use. Therefore, the proposal put forth by Hamilton Bio-Conversion Inc., as it stands, is acceptable from a sewer use standpoint as process wastewater to be discharged from the site will be covered under an existing Sanitary Sewer Surcharge Agreement and the Overstrength Discharge Agreement to be negotiated."

For the information of the Committee, staff has advised the Overstrength Discharge Agreement would be negotiated independent from the Certificate of Approval process.

Solid Waste Management, Transportation, Operations & Environment Division

"On January 10, 2000, I received a tour of the Hamilton Bio-Conversion facilities at 2380 Brampton Street. During the tour conducted by the plant manager Chad Burbach, Mr. Burbach made several comments and they are noted below:

1. All storage at the depackaging facility will be indoors.
2. All vehicles are to be unloaded indoors.
3. All vehicles delivering to the facility will be tarped or using enclosed trailers.
4. All vehicles should be washed before they leave the location.
5. All recyclable materials, i.e., paper cardboard, glass, plastic are removed and processed through the private contractors.
6. The private contractors remove all non-recyclable waste from the facility.
7. Waste materials leaving the site should be "dry" to minimize potential spills and prevent the movement of odour from one site to another."

RECEIPT OF PUBLIC COMMENTS:

After the Transport and Environment Committee meeting of June 21, 1999, representatives of Hamilton Bio-Conversion Inc. co-ordinated four community consultation meetings. Adjacent businesses and local residents were invited to discuss their concerns with company representatives. The meetings were particularly helpful in establishing dialogue and a greater understanding of the company's current operations and future directions.

The proposal for the depackaging operation was brought forward to the Community Consultation meeting prior to the application formally being made to the Ministry of the Environment. Recognizing the company agreed to have an odour control mechanism in place for the depackaging operation, unlike their previous application, no concerns or opposition to the proposal was noted.

COMMENTS:

The proposed amendment to the Certificate of Approval does not involve any change in the quantity of food waste processed at the Hamilton Bio-Conversion Inc. facility. The odours from this processing activity have been an on-going concern to adjacent businesses and neighbours. Further, the engineering consultant for Hamilton Bio-Conversion Inc. has indicated that sewage sludge processing is permanently "off the table" which was a major concern with the previous Certificate of Approval amendment applications.

Odours are generally not problematic from food depackaging operations and other food depackaging establishments in Ontario do not have odour control measures. The Hamilton Bio-Conversion Inc. depackaging facility will be designed specifically with an odour control mechanism (Regenerative Thermal Oxidizer-RTO) in place to respond to previous concerns identified by adjacent businesses, residents of the Nashdale Neighbourhood and municipal staff.

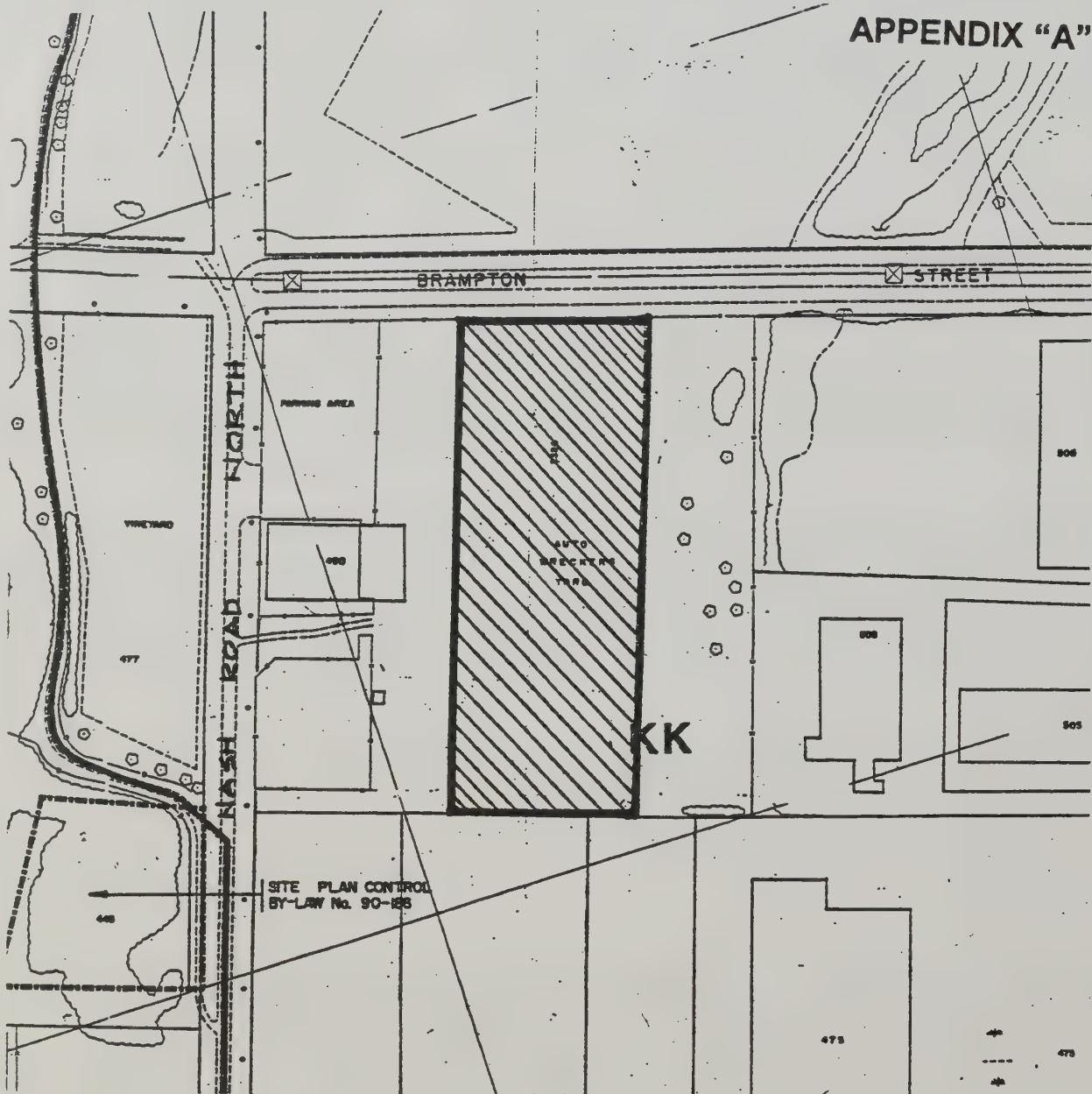
No significant concerns were identified by municipal staff through the circularization of the proposed amendment to the Certificate of Approval.

CONCLUSION:

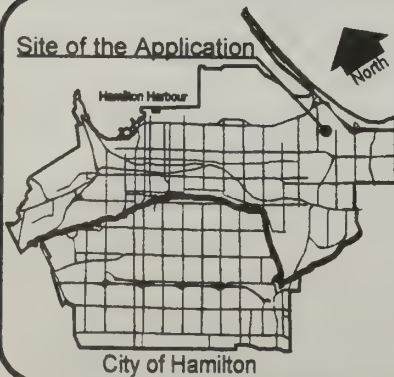
Based on the foregoing, the Ministry of the Environment should be advised that the City of Hamilton has no comments on the proposed Amendment to Certificate of Approval No. A650025 for Hamilton Bio-Conversion Inc. at 2380 Brampton Street.

KE/ke

APPENDIX "A"



Site of the Application



COMMUNITY PLANNING AND DEVELOPMENT DIVISION

Location Map

Legend



SUBJECT LANDS 2380 Brampton Street

Reference file:
ENV-MOECOA-99-03

Scale
Not to Scale

Date
Mar., 2000

Technician:
B. B.

APPENDIX 'A'

- RECOMMENDATION -

DATE: 2000 March 20
File No. TEC-026-00/Author: Various

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charles Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: Routine Amendments to the City Traffic By-law 89-72
Transport and Environment Committee Meeting 2000 April 03
(PWT00076)

RECOMMENDATION:

That the routine amendments listed herein be approved and that an appropriate by-law to amend the City Traffic By-law 89-72 be passed and enacted.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

*Mark B. Hall for
C Guthro*

BACKGROUND:

Staff has received several requests/petitions for routine changes to existing on-street parking regulations and/or intersection control on City streets. Staff has investigated and concurs with the following requests.

1. Ward 1

- (a) Judy Robertson, 23 Strathcona Avenue, has requested the implementation of a reserved "Permit Parking" regulation on the east side of Strathcona in front of her residence, since she is disabled. There is off-street parking at 23 Strathcona Avenue, however, it is reserved for the landlord who also resides there. Staff, therefore, concurs with Ms. Robertson's request.
- (b) Alex Alexander, 29 Strathcona Avenue, has requested that the existing reserved "Permit Parking" regulation on the east side of Strathcona in front of his home be removed as he no longer drives.
- (c) Mark Skuse, 31 Miles Court, has requested that northbound stop control be implemented at the "T" type intersection of Miles and South.

2. Ward 2

- (a) Alderman Ron Corsini has advised that the full-time "No Parking" regulation on the north side of Ferrie, east of Mary, is no longer required. The subject regulation was implemented for the benefit of Norris Transport Ltd., to accommodate truck access and egress to their property at 120 Ferrie Street. However, since Norris Transport has vacated the property, staff recommends that the subject "No Parking" regulation be removed.
- (b) City Council recently approved a request from Path Employment Services to relocate the full-time "Wheelchair Loading Zone" regulation from the east side of Ferguson, north of King William, to a new location adjacent to 140 King Street East. However, staff has been advised that the "Wheelchair Loading Zone" regulation is still required on the east side of Ferguson by other tenants in the building and therefore recommends that the regulation be reinstated.
- (c) Gail Redbourne, Associates in Hair, 242 Jackson Street East, has requested that the existing "One Hour Parking Time Limit, 8:00 am to 6:00 pm, Monday to Friday" regulation on the north side of Jackson between Spring and Wellington be changed to a "Three Hour Parking Time Limit, 8:00 am to 6:00 pm, Monday to Friday" regulation.
- (d) Steve Rudaniecki, 183 Caroline Street North, has requested that the existing reserved "Permit Parking" regulation on the west side of Caroline in front of his home be removed as his mother has passed away.
- (e) Reverend Larry Cowper from the Central Presbyterian Church, 165 Charlton Avenue West, has requested that a "15 Minute Parking Time Limit, 8:00 am to 6:00 pm, Sundays Only" regulation be implemented on the west side of Caroline, adjacent to the church, commencing 113 feet south of Charlton and extending 38 feet southerly therefrom.
- (f) Staff has received a petition signed by 10 of the 16 homes abutting MacNab between Simcoe and Ferrie requesting that a full-time "One Hour Parking Time Limit" regulation be implemented on the east side of MacNab in this block. Staff has contacted one additional resident. Ten of the residents are in favour of the requested regulation and one is opposed.
- (g) Juliana Duféal, 141 Elgin Street, has requested the implementation of a reserved "Permit Parking" regulation on the west side of Elgin directly in front of her home since she is disabled.

3. Ward 3

- (a) Alderman Bernie Morelli has forwarded a petition signed by representatives of 11 of the 18 homes abutting Munroe between Niagara and Hillyard requesting that the existing full-time "One Hour Parking Time Limit" regulation be removed from the north side of the street in this block. All 11 of the residents that signed the petition are in favour of removing the regulation to allow unrestricted parking. Staff has contacted one additional resident and has been advised that they have no opinion in regard to the request.
- (b) Ray Lachapelle, owner of Food Town Grocery Store, 653 Barton Street East, has requested that the four existing parking meters on the east side of Earl adjacent to his business be replaced with a "Commercial Vehicle Loading Zone, 8:00 am to 8:00 pm, Monday to Saturday" regulation to facilitate loading and unloading by transport trucks. There is an existing off-street parking area at the rear of this business for customer parking, therefore, staff concurs with the request.

4. Ward 4

- (a) Colleen Sadonoja, 347 Fairfield Avenue, has requested that a "Wheelchair Loading Zone, 9:00 am to 5:00 pm, Monday to Friday" regulation be implemented on the west side of Fairfield, directly in front of her home, since her grandmother requires the use of DARTS vehicles.
- (b) Staff has received a petition signed by representatives from all four of the homes abutting Normandy between Rodgers and Auburn requesting that an "Alternate Side Parking" regulation be reinstated in this block. City Council recently approved the abutting resident's request to replace the "Alternate Side Parking" regulation with a full-time "No Parking" regulation on the north side and a "One Hour Parking Time Limit, 8:00 am to 6:00 pm, Monday to Friday" regulation on the south side of the street. The signs were changed shortly thereafter. The residents wish to maintain the parking time limit restriction. Staff has no serious objections with this request.
- (c) Principal Forbeck and a representative of the Parent Council for W.H. Ballard School have requested that the existing "No Parking" regulation on the east side of Tragina and the west side of Weir, north of Dunsmuir and adjacent to W.H. Ballard School, be changed to a "No Stopping" regulation to prohibit parents from stopping in this area.

5. Ward 5

- (a) Alderman Fred Eisenberger has advised of requests from Dominic Chrini, Manager of Wentworth Condominium Corporation #24 and area residents, that the recently implemented full-time "Two Hour Parking Time Limit" regulation on the east and south sides of Jerome, be shortened to allow unrestricted parking on the south side of Jerome adjacent to the townhouse properties. The original petition requesting the implementation of the regulation was signed by residents abutting the east side of Jerome only. Therefore, staff does not have any objections to allowing unrestricted parking on the south side of Jerome.
- (b) Alderman Fred Eisenberger has advised of a request from Mrs. Millar, 208 Charlotte Street, that the existing eastbound and westbound yield signs on Dundonald at Charolette be changed to stop signs.
- (c) Aldermen Fred Eisenberger and Chad Collins have advised of a request for the implementation of a "No Parking" regulation on the east and south sides of the 90 degree bend of Violet. Residents at a public meeting at the Riverdale Recreation Centre expressed concern that vehicles parked in this area obstruct the two-way traffic flow on the 90 degree bend.

6. Ward 6

- (a) Staff has received a request from Michael McDougall, 30 Kenwood Crescent, for eastbound stop control at the "T" type intersection of Kenwood and Kingslea.

7. Ward 7

- (a) Alderman Bill Kelly has advised of a request from an area resident for all-way stop control at the intersection of Enola and Presidio. The intersection meets the criteria for all-way stop control due to its proximity to Eleanor Park.
- (b) Bernice Speck, 54 East 24th Street, has requested the implementation of a reserved "Permit Parking" regulation on the west side of East 24th directly in front of her home since she is disabled.

- (c) Sergio Geiss, 83 Parkplaza Drive, has requested that the existing full-time "Wheelchair Loading Zone" regulation on the north side of Parkplaza in front of his home be removed as his son has moved.

8. Ward 8

- (a) Brenda Mohoruk, Principal of Halbrook School, 450 Sanatorium Road, has requested all-way stop control at the intersection of Sanatorium and West 33rd. This intersection is in close proximity to the school and therefore, staff concurs with the request.
- (b) Shelly Cameron, 27 Adele Court, has requested that westbound stop control be implemented at the "T" type intersection of Adele and Claudette.
- (c) Elizabeth Rolo, 262 West 15th Street, has requested that the existing "No Parking" corner clearance on the west side of West 15th, north of Mohawk, be shortened to allow one unrestricted parking space in front of her home.

MBH/kag

- RECOMMENDATION -

DATE: 2000 March 1
File No. TEC-021-00 / Author: D. Rieger / S. Russell

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charlie Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: Bayfront and Mohawk Bus Routes - Bus Stop Relocation (PWT00068)

RECOMMENDATION:

- (a) That the following Hamilton Street Railway bus stop be relocated:

Routes #4 Bayfront and 41 Mohawk

Delete - Eastbound Beach Road, south side, 23 feet west of Albermarle Street (N/S); and

Add - Eastbound Beach Road, south side, 46 feet east of Albermarle Street (F/S)

- (b) That the City Traffic By-law 89-72 be amended accordingly.

*Wm. B. Hye for
C Guthro*

FINANCIAL / STAFFING / LEGAL IMPLICATIONS:

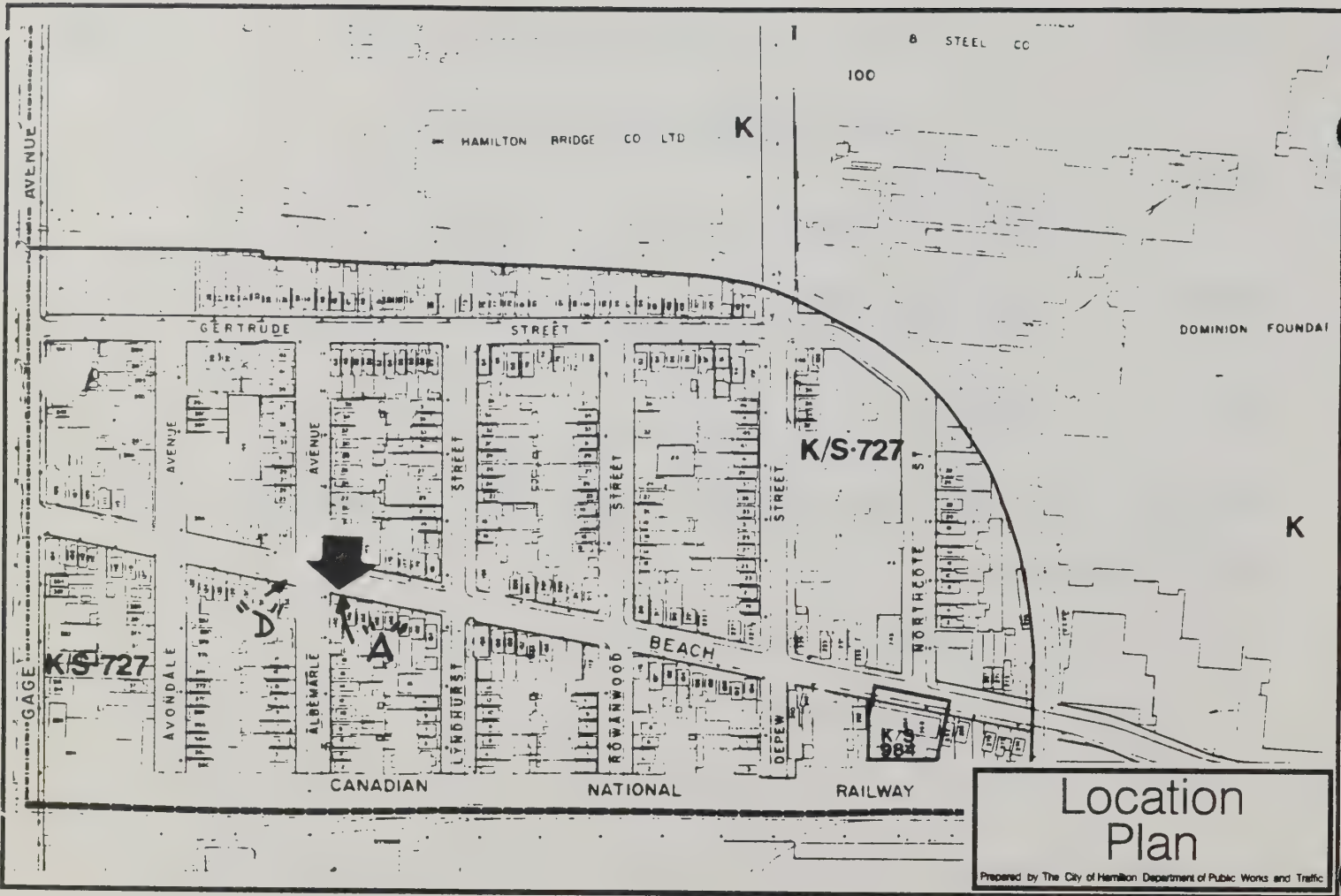
N/A

BACKGROUND:

The Hamilton Street Railway has requested permission to relocate the above noted bus stop in order to address nuisance concerns expressed by the adjacent property owner. The abutting property owner at the proposed, farside location supports the relocation. There would be no significant change in route coverage or stop to stop distances with this proposal. This relocation was implemented several months ago on a trial basis, and to date, no concerns have been identified.

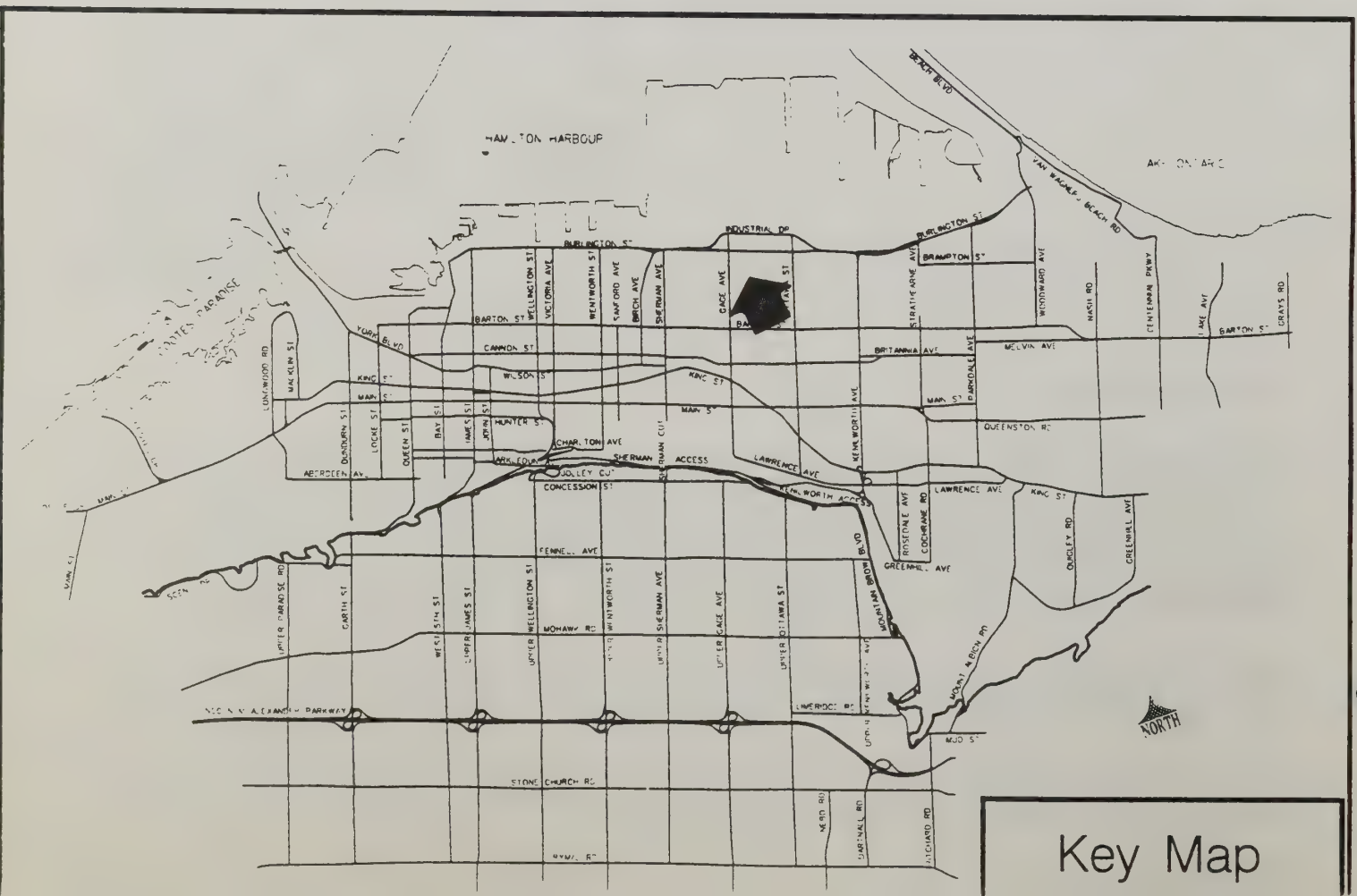
Staff has investigated this request and finds it satisfactory from a traffic point of view. There will be no loss of on-street parking as this area is presently signed with a "No Parking" regulation.

Sufficient funds are available in the 2000 operating budget estimates to cover the cost of removing, manufacturing, erecting and maintaining the required signs.



Location Plan

Prepared by The City of Hamilton Department of Public Works and Traffic



Key Map

CITY OF HAMILTON
- RECOMMENDATION -

DATE: March 2, 2000
File No. TEC-022-00 / Author: D. Rieger / S. Russell

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charlie Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: Mohawk Bus Route - Bus Stop Relocation (PWT00070)

RECOMMENDATION:

- (a) That the following Hamilton Street Railway bus stop be relocated:

Routes #41 Mohawk

Delete - Eastbound Beach Road, south side, 26 feet west of Woodleigh Avenue (N/S); and

Add - Eastbound Beach Road, south side, 72 feet east of Woodleigh Avenue (F/S)

- (b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL / STAFFING / LEGAL IMPLICATIONS:

N/A

*Mark B. Heyl
for C. Guthro*

BACKGROUND:

The Hamilton Street Railway has requested permission to relocate the above noted bus stop in order to reduce potential conflicts between transit customers and vehicles accessing the adjacent auto repair business. The farside location is considered to be much safer as it is adjacent to a school where these types of conflicts will be eliminated. This relocation was implemented several months ago on a trial basis and to date, no concerns have been identified.

Staff has investigated this request and finds it satisfactory from a traffic point of view. There will be no loss of on-street parking as this area is presently signed with a "No Parking" regulation.

Sufficient funds are available in the 2000 operating budget estimates to cover the cost of removing, manufacturing, erecting and maintaining the required signs.

CVB/MBH/str

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 2000 March 13
File No. TEC-023-00 / Authors: D. Rieger / S. Russell

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charlie Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: Bayfront and Parkdale Bus Routes - Bus Stop Removals and Relocation
(PWT00074)

RECOMMENDATION:

- (a) That the following Hamilton Street Railway bus stops be removed and relocated:

Routes #4 Bayfront and 11 Parkdale

Delete -	Westbound	Brampton Street, north side, 167 feet west of Woodward Avenue (F/S); and
Delete -	Northbound	Dunn Avenue, east side, 33 feet south of Mead Avenue (N/S); and
Delete -	Northbound	Dunn Avenue, east side, 23 feet south of Glow Avenue (N/S); and
Delete -	Westbound	Glow Avenue, north side, 20 feet east of Dunn Avenue (N/S); and
Add -	Westbound	Glow Avenue, north side, 252 feet west of Woodward Avenue (M/B)

- (b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL / STAFFING / LEGAL IMPLICATIONS:

N/A

Manf. B. Hagell
for
C. Guthro

SUBJECT: Bayfront and Parkdale Bus Routes - Bus Stop Removals
and Relocation (PWT00074)


Page 2

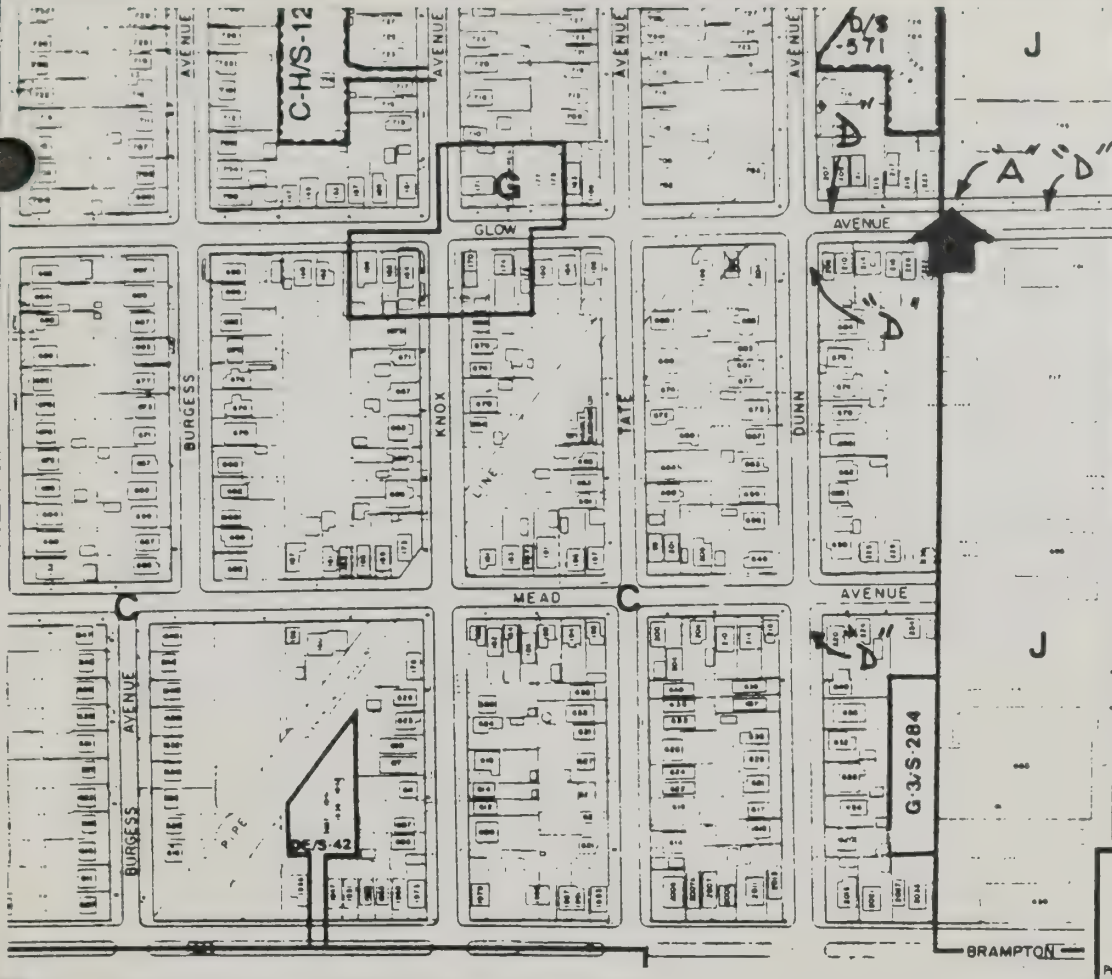
BACKGROUND:

The Hamilton Street Railway has requested permission to remove and relocate the above noted bus stops in conjunction with the re-alignment of Route 4 BAYFRONT. This route has been re-aligned in order to improve connections with Route 11 PARKDALE. There will be no significant reduction in route coverage with this change.

Staff has investigated this request and finds it satisfactory from a traffic point of view. There will be no loss of on-street parking as this area is already signed with a "No Parking" regulation.

Sufficient funds are available in the 2000 operating budget estimates to cover the cost of removing, manufacturing, erecting and maintaining the required signs.

 CVB/MBH/str



Location Plan

Prepared by The City of Hamilton Department of Public Works and Traffic



Key Map

Prepared by The City of Hamilton Department of Public Works and Traffic

- RECOMMENDATION -

DATE: March 28, 2000
File No. TEC-025-00 / Author: R. Walshaw

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: A. F. Leitch, P.Eng.
General Manager, Transportation Operations & Environment

SUBJECT: Intersection of Lake Avenue and South Service Road (TOE00005)

RECOMMENDATION:

That a traffic signal be installed at the intersection of Lake Avenue and South Service Road, and the works be charged to the Traffic Signal Modernization and Installation Account.


A.F. Leitch, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are sufficient funds in the Capital Budget to cover the cost of this traffic signal installation.

BACKGROUND:

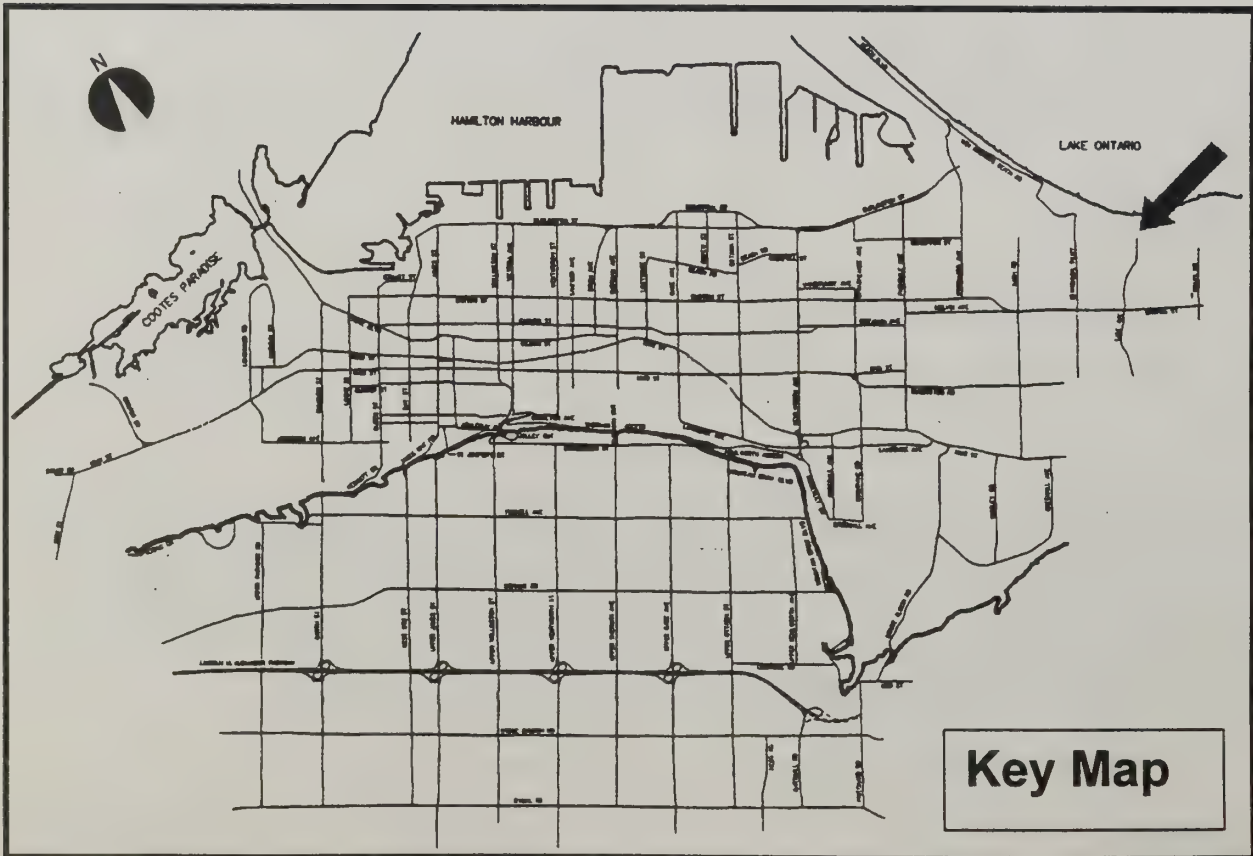
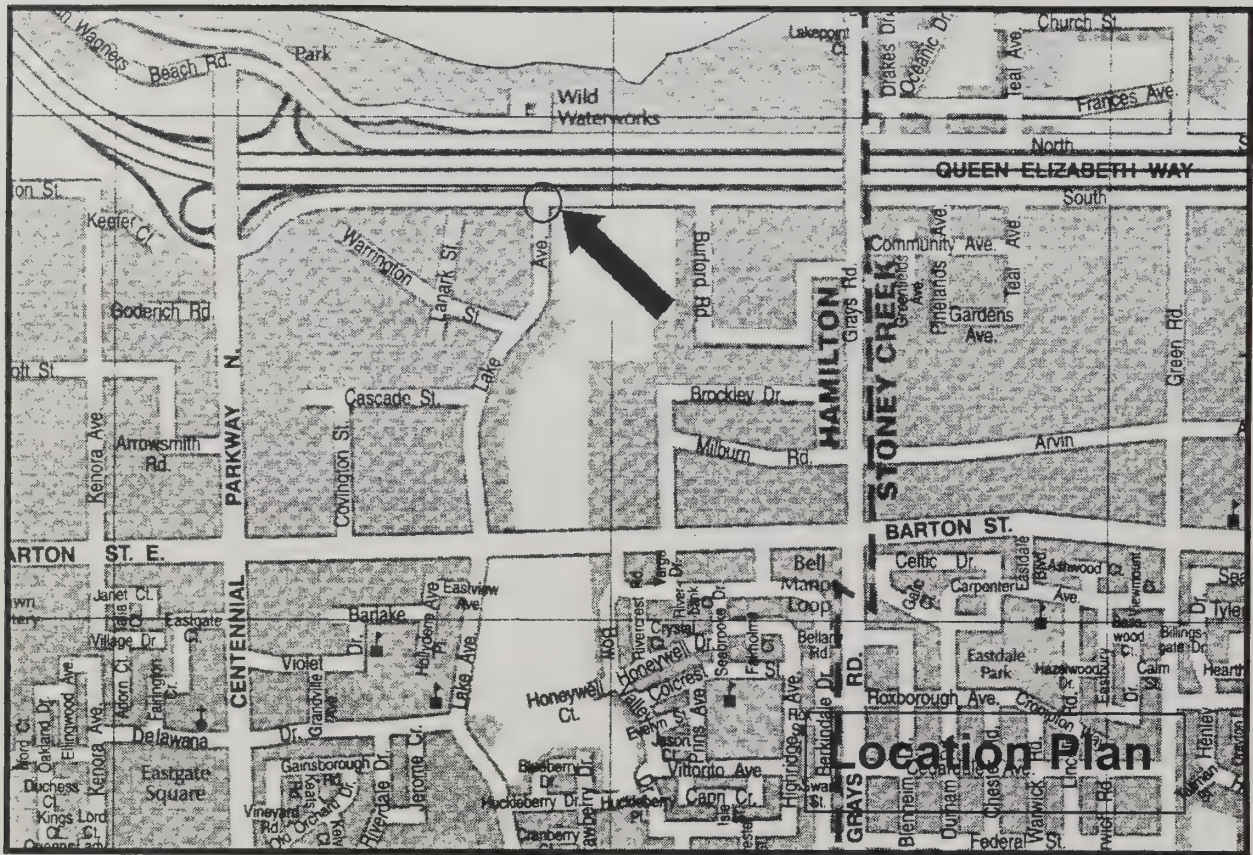
A caller to Chairman Cooke's monthly TV show raised this matter.

Field studies were undertaken and showed that a traffic signal is warranted at this location.

This intersection was under the control of the Ministry of Transportation until December of 1999, when the South Service Road was transferred to the City of Hamilton. The intersection of Green Road and South Service Road, which is similar to this intersection, had a similar collision problem that was successfully improved by the installation of a traffic signal in January of 1999. It is considered likely that signalization would produce similar safety improvements at Lake Avenue and South Service Road.

Staff therefore recommends that the signal be installed this year.

HLS/JRW/str



CITY OF HAMILTON
- RECOMMENDATION -

DATE: March 17, 2000
File No – S-601-02
G. McGuire

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: A.F. Leitch, P. Eng, General Manager
Transportation, Operations and Environment


SUBJECT: To incorporate certain City land into various streets
by By-Laws (TOE-00006)

RECOMMENDATION:

- a) That the following City land be incorporated into the following streets:

Chesley Street	Part 3, save and except Part 2	62R-13389 62R-14168
Jacqueline Boulevard	Block 30	62M-866
Magenta Court	Block 29	62M-866
Roland Road	Block BX	62M-131
Claudette Gate	Block CX	62M-131

- b) That the by-laws to carry out the incorporation of the said land into the foregoing streets be prepared to the satisfaction of the Corporate Counsel and be enacted by Council.
- c) That the General Manager of Transportation, Operations & Environment be authorized and directed to register the by-laws.


A.F. Leitch, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

To complete conditions of severance and to complete final street widths, it is necessary to incorporate City land into the road allowance as indicated below.

<u>Incorporating into Street Name</u>	<u>Land Description being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
157 Chesley St.	Part 3, Plan 62R-13389 save and except Part 2 on Plan 62R-14168	N/A	To complete conditions of severance	S-601-02
Jacqueline Blvd.	Block 30, Plan 62M-866	N/A	To complete conditions of severance	S-601-02
Magenta Court	Block 29, Plan 62M-866	N/A	To complete conditions of severance	S-601-02
Roland Road	Block BX, Plan 62M-131	N/A	To complete conditions of severance	S-601-02
Claudette Gate	Block CX, Plan 62M-131	N/A	To complete conditions of severance	S-601-02

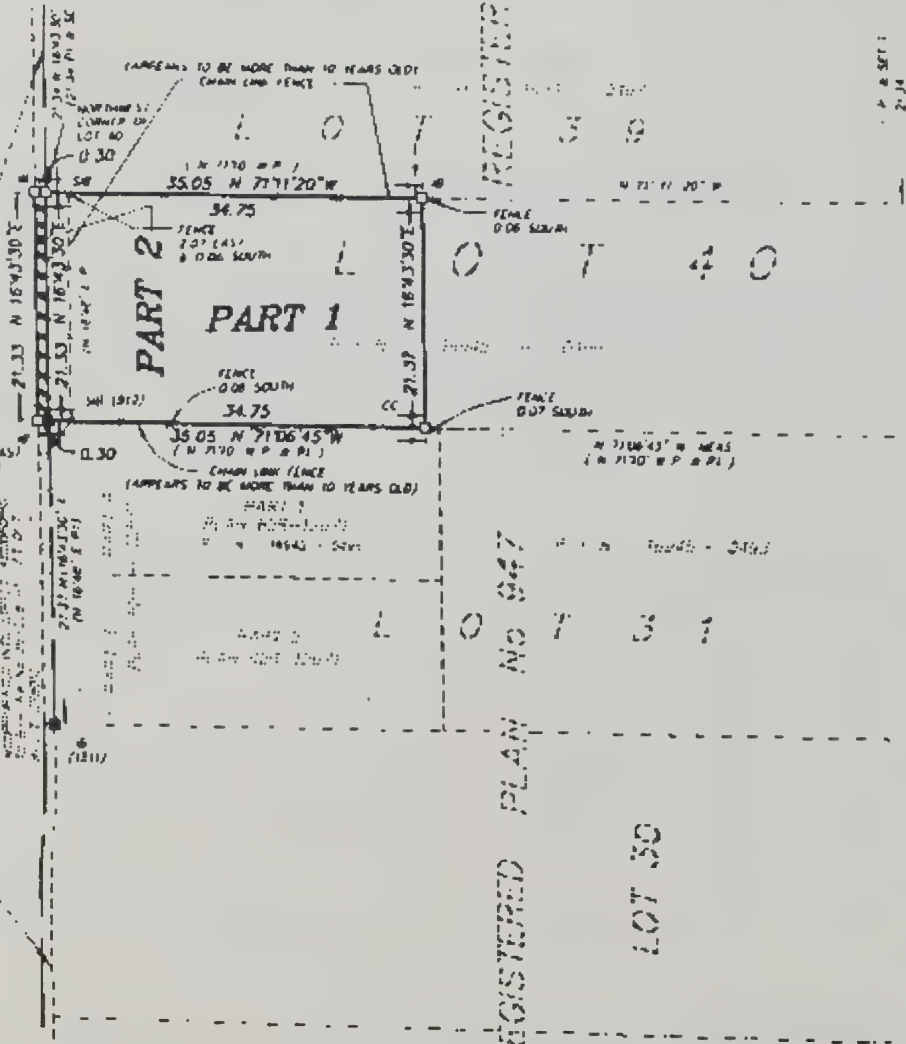
GM:ho
Encls.

cc H. Groen, Transportation Division
cc F. Angelici, Planning Division
cc K. Nutley, Real Estate Division

Mayor

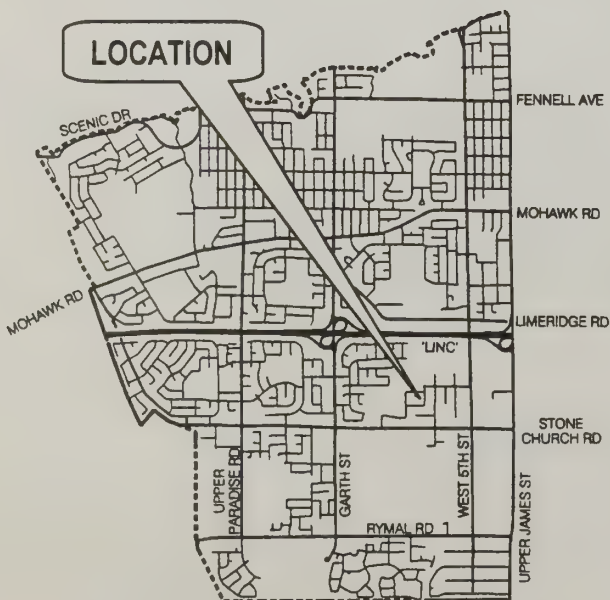
APPLEBLOSSOM DRIVE

BLOCK 30



CHESLEY STREET

KEY MAP



HAMILTON
WARD 8

LOCATION PLAN

APPLEBLOSSOM DRIVE
Block 30, Plan 62M-710 & Part 3, Plan
62R-13389

CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON WESTMONTLY

LEGEND



SUBJECT LAND

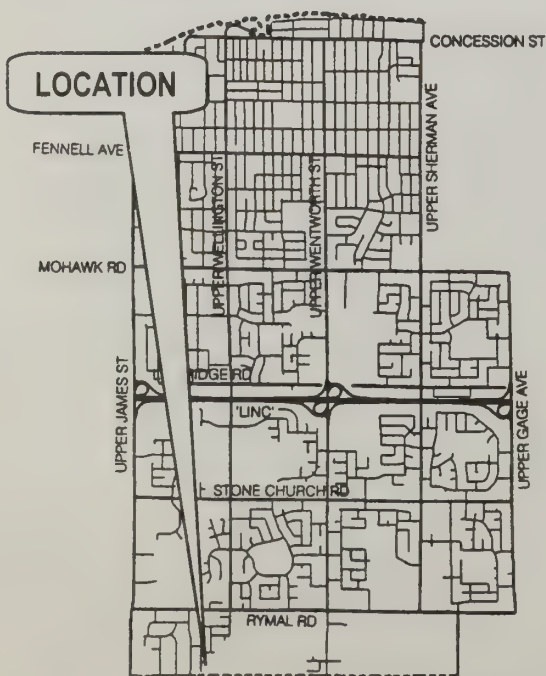
SCALE
NOT TO SCALE

DATE
2000-03-09

REFERENCE FILE NO: S-601-02



KEY MAP



HAMILTON
WARD 7

LOCATION PLAN

JACQUELINE BOULEVARD
(Block 30 on Plan 62M-866)

CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
TRANSPORTATION, OPERATIONS & ENVIRONMENT

LEGEND



SUBJECT LAND

SCALE
NOT TO SCALE

DATE
2000-03-14

REFERENCE FILE NO: S-601-02

Mayor

BY-LAW NO. 00-

WHEREAS the Council of the Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of the Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Roland Road within its limits:

AND WHEREAS the said land is owned by the Corporation of the City of Hamilton.

NOW THEREFORE the Council of the Corporation of the City of Hamilton enacts as follows:

1. That the following land is hereby established and laid out as a public highway to form part of Roland Road.

Parcel Plan 1, Section M131, designated as Roland Road on Plan M-131, Parcel 1, Reserve 1, Section M-131, Block "BX" on Plan 62M-131.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. That the Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.
3. That this by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of March A.D. 2000

Municipal Clerk

Mayor



THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 00-

TO INCORPORATE CITY LAND
DESIGNATED AS BLOCK "CX" ON PLAN 62M-131
INTO CLAUDETTE GATE

WHEREAS the Council of the Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of the Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Claudette Gate within its limits;

AND WHEREAS the said land is owned by the Corporation of the City of Hamilton.

NOW THEREFORE the Council of the Corporation of the City of Hamilton enacts as follows:

1. That the following land is hereby established and laid out as a public highway to form part of Claudette Gate.

Parcel Plan 1, Section M131, designated as Roland Road on Plan M-131,
Parcel 1, Reserve 1, Section M-131, Block "CX" on Plan 62M-131,

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. That the Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.
3. That this by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of March A.D. 2000

Municipal Clerk

Mayor

CITY OF HAMILTON/REGION OF HAMILTON-WENTWORTH

- INFORMATION -


DATE: 2000 March 8
(File No. RHW99-16 – T. Gill)

REPORT TO: Chairman and Members

Transport and Environment Committee
and
Transportation Services Committee

FROM: A. F. Leitch, P.Eng., General Manager
Transportation, Operations and Environment

SUBJECT: Hess Street Roadway Repairs (RDS00029/TOE00004)



A. F. Leitch, P.Eng. TCG**SUSTAINABLE DEVELOPMENT IMPLICATIONS:**

(Vision 2020, adopted by Regional Council as their vision for the future of Hamilton-Wentworth, embodies the concept of a sustainable community which is an equal balance of the economy, the environment, and social/health factors in all regional decision-making)

N/A

BACKGROUND:

Rutting and buckling of some of the cobblestone-paver roadway occurred on the new section of Hess Street just north of Main Street in late February. Repairs were undertaken from Wednesday to Friday, March 1st to the 3rd, and an investigation into the cause is complete.

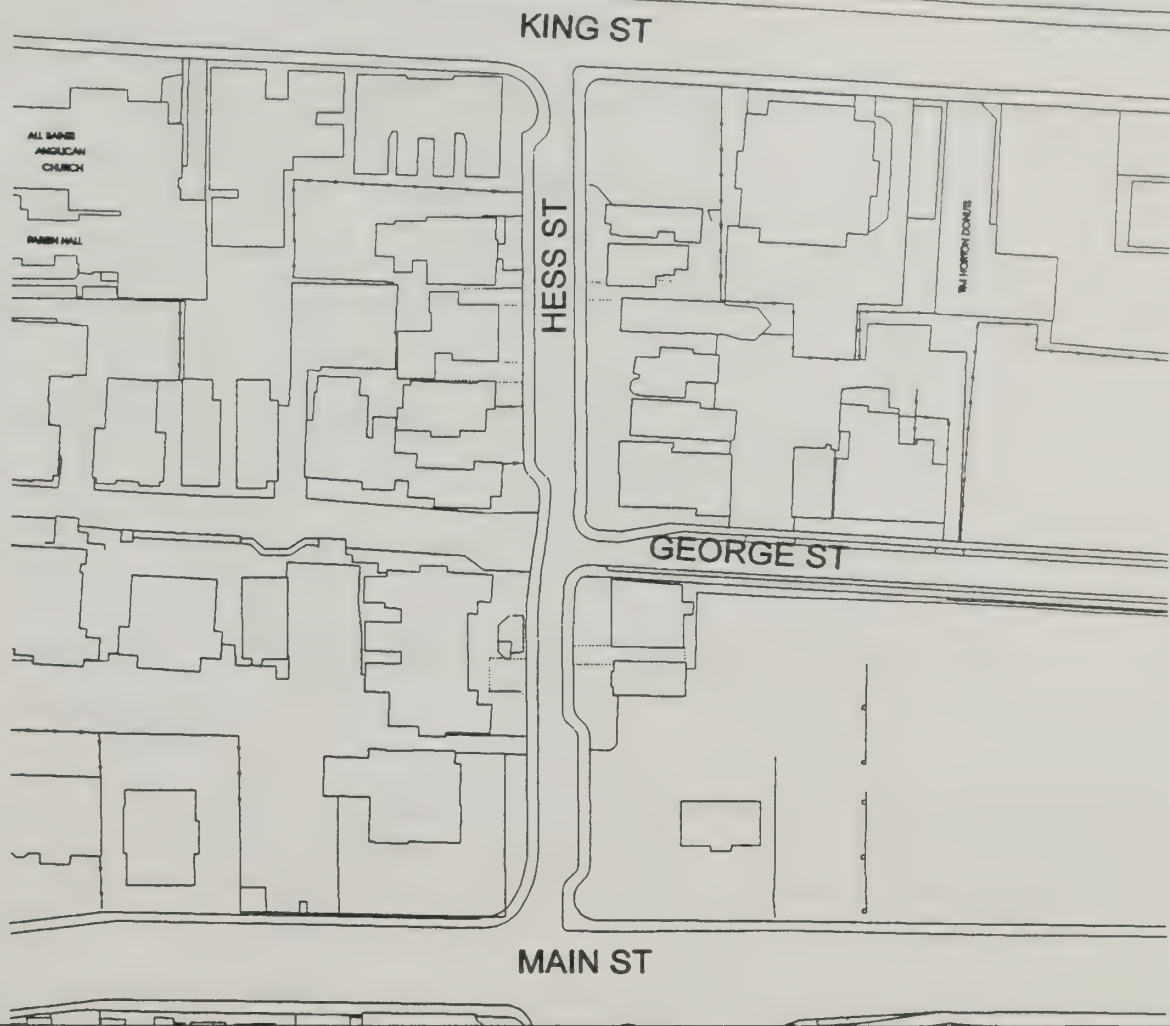
The rutting was caused when the base material under the pavers became saturated with water from rainfall which could not drain through the still-frozen ground below, and the saturated roadbase material could not support the traffic loads in some areas. During construction, the decision was made to retain much of the roadbase from the previous Hess Street in order to reduce the cost, because testing at that time indicated that the existing material should be suitable for roadbase, and it had performed well under the pavement previously. A credit of \$14,000 was received from the contractor as a result.

Testing of the failed roadbase indicates that the material is not as homogeneous as originally thought. While some of the excavated material was suitable as roadbase material, some of it was not. For example, the roadbase under the area of worst rutting was primarily sand, which did not perform adequately when wet.

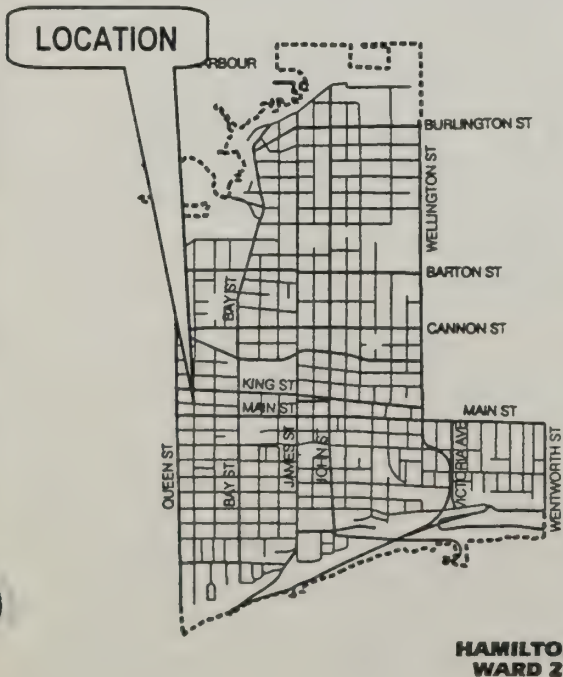
The repairs undertaken last week will cost about \$15,000, and we the City/Region are responsible for those costs. Because the existing roadbase material was retained from end to end, from Main Street to King Street, there is still the potential for roadbase failures in other areas over time. There is also still the potential that the remaining roadbase will continue to perform adequately. We are monitoring the performance of the roadway, and if there are significant failures, we would intend to quickly and expeditiously replace the roadbase for the complete remainder of the roadway at one time, and not wait for successive failures and do repairs on successive occasions, which would be completely unacceptable for the Hess Street merchants and many others. The cost of repairing the remainder would probably total \$60,000 and would take between one and two weeks to complete.

Notwithstanding that a practical engineering decision was made at the time to re-use much of the existing roadbase, in hindsight, it resulted in too high a potential for roadbase problems. The design concept for Hess Street is sound, the new streetscape is a real credit to the Downtown, and we sincerely regret that our decision on the roadbase material may have compromised it in any way.

:tg



KEY MAP



LOCATION PLAN

HESS STREET ROADWAY REPAIRS

CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
TRANSPORTATION, OPERATIONS & ENVIRONMENT

LEGEND

SCALE
NOT TO SCALE

DATE
2000-03-08

REFERENCE FILE NO: RDS00029

CITY OF HAMILTON

- INFORMATION -

DATE: March 14, 2000
Author: P. Ulbinas

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: C. Guthro, Acting Commissioner
Department of Public Works and Traffic

SUBJECT: Pesticide Use in City Parks (PWT00035a)

BACKGROUND:

At its meeting of March 6, 2000, Committee considered a staff report regarding regulations governing pesticide use. At this time, staff was requested to provide more detailed information on pesticides applied to City property, hence this report.

In 1995 the City pesticide spray program for parks was essentially eliminated as a budget reduction. By this time the program was limited to greenhouse use and spraying of selected turf areas in our City Parks as budget reductions in previous years resulted in reduced application of pesticides.

By 1999 the limitations of our turf maintenance program were becoming evident and City Council approved a current budget of \$34,000 for the control of broadleaf weeds on selected sports fields and various high profile parks. A licenced contractor was used to apply Par III. The active ingredients are 2-4D, Dicamba, Mecoprop. This product is similar to Killex available at garden centres for use by homeowners. These sites were posted citing the spray date, product used, and information telephone number. Of the 3,025.48 acres of park and open space lands maintained by Parks staff, 219.12 acres were sprayed in 1999 representing 7.24% of lands available for recreation.

The City is governed by the Provincial Pesticide Act and all our staff involved in application of pesticides are duly licenced.

A product called Round-up (active ingredient glyphosate) is also used by the City. This product is used to burn infield boundary lines for major and minor sports fields. This is done once per year and in special cases twice. Round-up has also been used in spot applications where poison ivy has been identified and to reduce weed growth in shrub beds. At Mohawk Sports Park a lawn spray company is employed for a fall application to curtail dandelion growth when necessary.

Pesticide Use in City Parks (PWT00035a)

Within the Horticulture section application of pesticides are used in the greenhouse operation and the rose garden at Gage Park again when absolutely necessary. A breakdown of pesticides used in these areas is attached as Schedule 'A'.

The City sprays city-owned property if deemed necessary for safety of users or desirable because of high visibility and where funding exists, subject to posting and other regulations. The City has adopted a naturalization program for specific areas which do not receive any traditional maintenance practices such as mowing or spraying, however, public response generally has been less than supportive particularly from the standpoint of adjacent property owners.

PSU/gs
Attachment



cc: All Members of Council

Pesticide Use in City Parks (PWT00035a)

2000 Floriculture Pesticide Use

The Floriculture Section uses the minimum amount of the least invasive pesticide available to effectively control the problem at hand. -

Staff have attended an I.P.M. workshop in February, 2000 to receive training in further pesticide use.

The pesticides used by Floriculture are divided into three categories - fungicides, herbicides and insecticides.

Fungicides

Daconil 2787	No Damp
Subdue 2G	Roval
Equal 65WP	Microfine Sulphur
Meltatox	

The purpose of this program is primarily to control black spot, powdery mildew and botrytis on the roses.

Herbicides

Round Up (non-selective herbicide)
2-4-D and derivatives (selective herbicide)

We may use a pre-emergent herbicide such as Treflan in the traffic islands this year.

Insecticides

Insecticidal Soap	Vendex 50W
Sevin	Trumpet
Diazinon 500EC	Lime Sulphur
Diazinon 5G	Pirliss 50DF
Dursban 2E	Pentac
Dursban WSP	Bug Killer
Malathion 50E	Pentac Aquaflow

Insect infestation is treated as it appears.

We also use the following growth regulators in the greenhouse:

B-Nine Liquid
B-Nine SP
A-Rest

CA4 ON HBC A 05

CSIT6

2000

The Urban Municipal Collection
2nd Floor
Hamilton Public Library



**URBAN
MUNICIPAL**

AGENDA

CITY OF HAMILTON TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, May 1, 2000
9:30 a.m.
Room 233, Hamilton City Hall
71 Main Street West, Hamilton

URBAN MUNICIPAL

MAY 1 - 2000

Carolyn Biggs
Legislative Assistant

CALL TO ORDER

1. DECLARATIONS OF INTEREST

2. ADOPTION OF MINUTES – April 3, 2000

3. PUBLIC MEETING

- 3.1 Proposed Alteration of Ferguson Avenue North, between King William Street and Wilson Street (PWT00089)

Note: The above works were advertised in the Spectator for a period of four consecutive weeks pursuant to Section 33 of The Municipal Act.

4. DELEGATIONS

- 4.1 Request from Mayor R. Morrow to address the Committee respecting 11 Robert Street.

5. Petition to Remove Aberdeen Avenue from the "Through Street" System (PWT00083)

6. Temporary Road Closures: Hess Street South, between King Street and Main Street (PWT00093)

7. Parking for Services in Kind – International Children's Games – July 1 to 6, 2000 (PWT00077)

8. Hotz Environmental Services Inc., 239 Lottridge Street – Applications for Amendments to Certificates of Approval Nos. A100146 and A650089 (PDC00081)

9. CONSENT AGENDA

- 9.1 Routine Amendments to City of Hamilton Traffic By-law 89-72 – Transport and Environment Committee Meeting – May 1, 2000 (PWT00095)
- 9.2 Temporary Road Closure: Scouts Canada/Guides Canada Parade (PWT00094)
- 9.3 Appointment of Parking Control Officers (PWT00082)
- 9.4 Appointment of Parking Control Officer (PWT00075)
- 9.5 Appointment of Chief Weed Inspector and Municipal Weed Inspectors in the City of Hamilton (PWT00092)
- 9.6 Keep Hamilton Clean Committee – Appointment of Member (PWT00090)
- 9.7 170 St. Andrews Drive – Damage to Garden Shed and Fence (PWT00091)
- 9.8 Information Items

That the following items distributed under separate cover, be received:

- (a) Noise Issues in the Downtown Core (PWT00081)
- (b) Moratorium on Encroachment Fees in the Downtown Core (PWT00080)
- (c) Reserved Parking under The Private Property By-law (PWT00084)
- (d) Tender for Supply of Traffic Paint (TOE000007)
- (e) Minutes of the March 20, 2000 meeting of the Community Safety Zones Sub-Committee
- (f) Correspondence to Mayor R. Morrow, respecting expansion of CP Rail Yard at Longwood and Aberdeen from:
- (i) The Honourable D. Anderson, M.P., Minister of the Environment, dated March 30, 2000

- (ii) The Honourable D. Newman, M.P.P., Minister of the Environment, dated April 12, 2000

10. IN CAMERA ITEM

10.1 Rennie Street Landfill Site – Verbal Update

11. OTHER BUSINESS

12. ADJOURNMENT



MINUTES

CITY OF HAMILTON TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, April 3, 2000
9:30 a.m.
Room 233, Hamilton City Hall
71 Main Street West, Hamilton

Present:	Alderman C. Collins (Chairperson), Alderman D. Wilson (Vice-Chairperson), Aldermen M. Kiss, A. Horwath, B. Morelli, T. Anderson, F. D'Amico
Regrets:	Mayor R. M. Morrow – City Business Alderman T. Jackson – Personal Business
Also Present:	Alderman M. Caplan C. Guthro, M. Hazell, T. Gill, K. Extance, B. Price, C. Biggs
Alderman C. Collins, Chairperson, called the meeting to order.	

THE FOLLOWING ITEMS WERE RECOMMENDED TO CITY COUNCIL:

- Routine Amendments to City of Hamilton Traffic By-law 89-72 – Transport and Environment Committee Meeting – April 3, 2000 (PWT00076) (Item 4.1)**

That the requests for routine amendments, attached hereto as Appendix "A", be approved, and that an appropriate by-law to amend the City Traffic by-law 89-72 be passed and enacted.

2. **Bayfront and Mohawk Bus Routes - Bus Stop Relocation (PWT00068)**
(Item 4.2)

- (a) That the following Hamilton Street Railway bus stop be relocated:

Routes #4 Bayfront and #41 Mohawk

Delete	Eastbound	Beach Road, south side, 23 feet west of Albermarle Street (N/S); and
Add	Eastbound	Beach Road, south side, 46 feet east of Albermarle Street (F/S)

- (b) That the City Traffic By-law 89-72 be amended accordingly.

3. **Mohawk Bus Route - Bus Stop Relocation (PWT00070)** (Item 4.3)

- (a) That the following Hamilton Street Railway bus stop be relocated:

Routes #41 Mohawk

Delete -	Eastbound	Beach Road, south side, 26 feet west of Woodleigh Avenue (N/S); and
Add -	Eastbound	Beach Road, south side, 72 feet east of Woodleigh Avenue (F/S);

- (b) That the City Traffic By-law 89-72 be amended accordingly.

4. **Bayfront and Parkdale Bus Routes - Bus Stop Removal and Relocation (PWT00074)** (Item 4.4)

- (a) That the following Hamilton Street Railway bus stops be removed and relocated:

Routes #4 Bayfront and 11 Parkdale

Delete	Westbound	Brampton Street, north side, 167 feet west of Woodward Avenue (F/S); and
--------	-----------	--

Delete	Northbound	Dunn Avenue, east side, 33 feet south of Mead Avenue (N/S); and
Delete	Northbound	Dunn Avenue, east side, 23 feet south of Glow Avenue (N/S); and
Delete	Westbound	Glow Avenue, north side, 20 feet east of Dunn Avenue (N/S); and
Add	Westbound	Glow Avenue, north side, 252 feet west of Woodward Avenue (M/B)

(b) That the City Traffic By-law 89-72 be amended accordingly.

5. Intersection of Lake Avenue and South Service Road (TOE00005) (Item 4.5)

That a traffic signal be installed at the intersection of Lake Avenue and South Service Road, and the works be charged to the Traffic Signal Modernization and Installation Account.

6. To Incorporate Certain City Land into Various Streets by By-laws (TOE00006) (Item 4.6)

(a) That the following City land be incorporated into the following streets:

Chesley Street	Part 3, save and except Part 2	62R-13389 62R-14168
Jacqueline Boulevard	Block 30	62M-866
Magenta Court	Block 29	62M-866
Roland Road	Block BX	62M-131
Claudette Gate	Block CX	62M-131

(b) That the by-laws to carry out the incorporation of the said land into the foregoing streets be prepared to the satisfaction of the Corporate Counsel and be enacted by Council;

- (c) That the General Manager of Transportation, Operations and Environment be authorized and directed to register the by-laws.

7. Hamilton Bio-Conversion Inc., 2380 Brampton Street – Application to Amend Certificate of Approval No. A650025 for a Waste Disposal Site (Processing) (PDC99072a) (Item 3)

- (a) That the West Central Branch and the Environmental Assessment and Approvals Branch of the Ontario Ministry of Environment be advised that the City of Hamilton has no comments on the proposed amendment to Certificate of Approval No. A650025 for the facility known as Hamilton Bio-Conversion Inc. located at 2380 Brampton Street, as shown on the attached map marked as Appendix "A"; and,
- (b) That Hamilton Bio-Conversion be requested to continue to undertake stack emissions testing on an on-going basis, and that the results of such testing be made available to the Committee upon request; and,
- (c) That a copy of this report be forwarded to the West Central Branch and the Environmental Assessment and Approvals Branch of the Ministry of Environment for their consideration; and,
- (d) That the West Central Branch and the Environmental Assessment and Approvals Branch of the Ontario Ministry of Environment be requested to forward a copy of the decision respecting the proposed Amendment to the Certificate of Approval for Hamilton Bio-Conversion to the Municipal Clerk, City of Hamilton.

THE FOLLOWING ITEMS NOT REQUIRING COUNCIL APPROVAL WRE ADOPTED AND/OR NOTED:

- (a) **Declarations of Interest** (Item 1)

None declared.

- (b) **Adoption of Minutes - March 6, 2000** (Item 2)

That the Minutes of the meeting of the Transport and Environment Committee held on March 6, 2000, be adopted.

- (c) **Request from Mr. K. Gonnens, P.Eng., Metropolitan Consulting, to address the Committee respecting Hamilton Bio-Conversion Inc. (Item 3)**

Mr. K. Gonnens of Metropolitan Consulting, on behalf of Hamilton Bio-Conversion, updated the Committee on actions taken by the company in terms of community consultation and modifications to the process to address the concerns of the neighbourhood residents.

- (d) **Information Items (Item 4.7)**

That the following items be received:

- (i) Hess Street Roadway Repairs (TOE00004/RDS00029)
- (ii) Pesticide Use in City Parks (PWT00035a)

Note: The meeting of the Transport and Environment Committee adjourned at 9:45 a.m.

**Alderman C. Collins, Chairman
Transport and Environment Committee**

**Carolyn Biggs, Legislative Assistant
April 3, 2000**

CITY OF HAMILTON
- RECOMMENDATION -

DATE: April 13, 2000
Author: R. P. Meiers

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: C. Guthro, Acting Commissioner
Department of Public Works & Traffic

SUBJECT: Proposed Alteration of Ferguson Avenue North
between King William and Wilson Streets
(PWT00089)

RECOMMENDATION:

That City Council enact the attached By-law to alter the roadway of Ferguson Avenue North between King William Street and Wilson Street by narrowing the pavement from the existing width which varies from 13.7m to 14.7m to a width varying from 8.5m to 12.7m.

Charles Guthro

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Transition Board approval is not required.

BACKGROUND:

The proposed alteration of Ferguson Avenue was approved by City Council on March 14, 2000, in adopting Item 4 of the 05-00 Report of the Transport and Environment Committee. The proposed alteration has been advertised for four consecutive weeks in The Spectator as required by Section 300 of The Municipal Act.

RPM
RPM/rb
attach.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 00-

TO ALTER FERGUSON AVENUE NORTH BETWEEN KING WILLIAM STREET AND WILSON STREET BY NARROWING THE PAVEMENT

WHEREAS the Council of the Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close or sell any highway or part of a highway;

AND WHEREAS the portion of highway known as Ferguson Avenue North is a local road under the jurisdiction of The Corporation of the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 4 of the 05-00 Report of the Transport and Environment Committee on March 14, 2000, authorized that steps be taken in accordance with the Municipal Act to advertise Notice of the City's intention to alter Ferguson Avenue North as hereinafter described;

AND WHEREAS Notice of the City's intention to pass this By-law to authorize the said alteration has been published as required by Section 300 of the Municipal Act for four (4) consecutive weeks in The Spectator, a newspaper having general circulation of the City of Hamilton:

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard no matter whether in objection to or in support of this By-law;

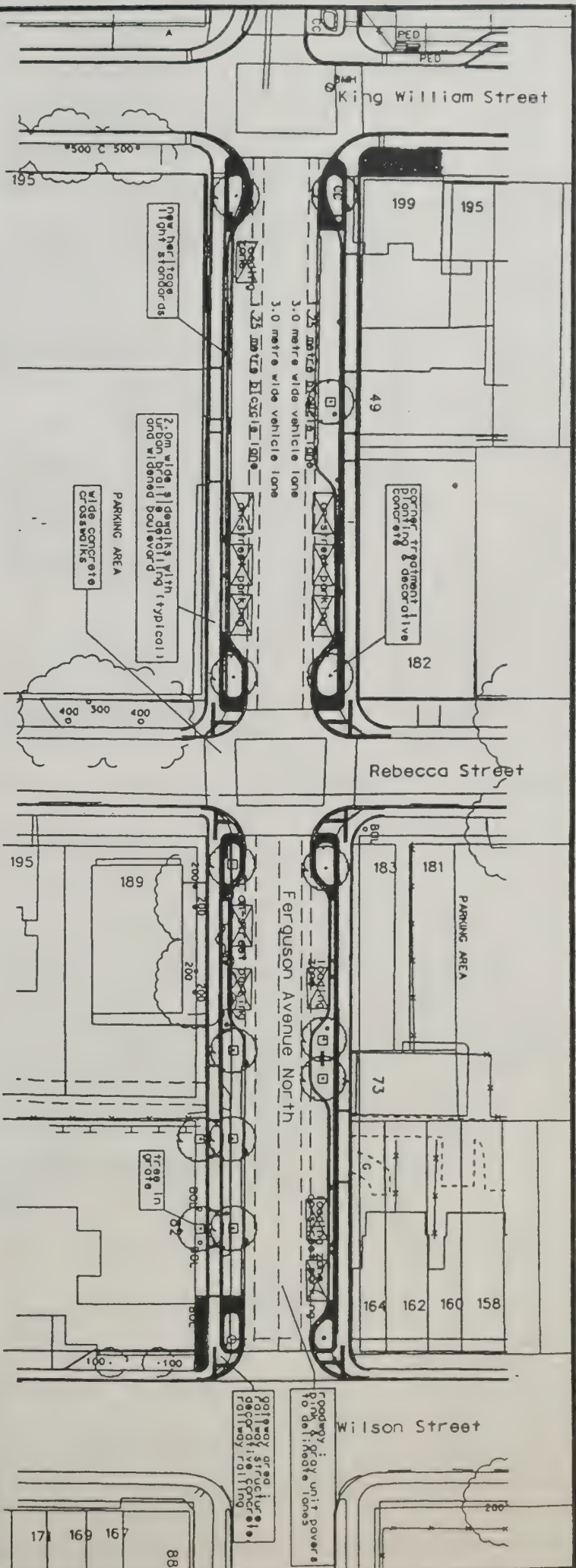
NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the alterations be approved and carried out to Ferguson Avenue North between King William Street and Wilson Street, for the purpose of narrowing the travelled portion of the said street from the existing width which varies from 13.7m to 14.7m to a width varying from 8.5m to 12.7m as illustrated in Schedule "A" attached hereto.
2. That the Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the said works.

PASSED this day of , 2000.

MUNICIPAL CLERK

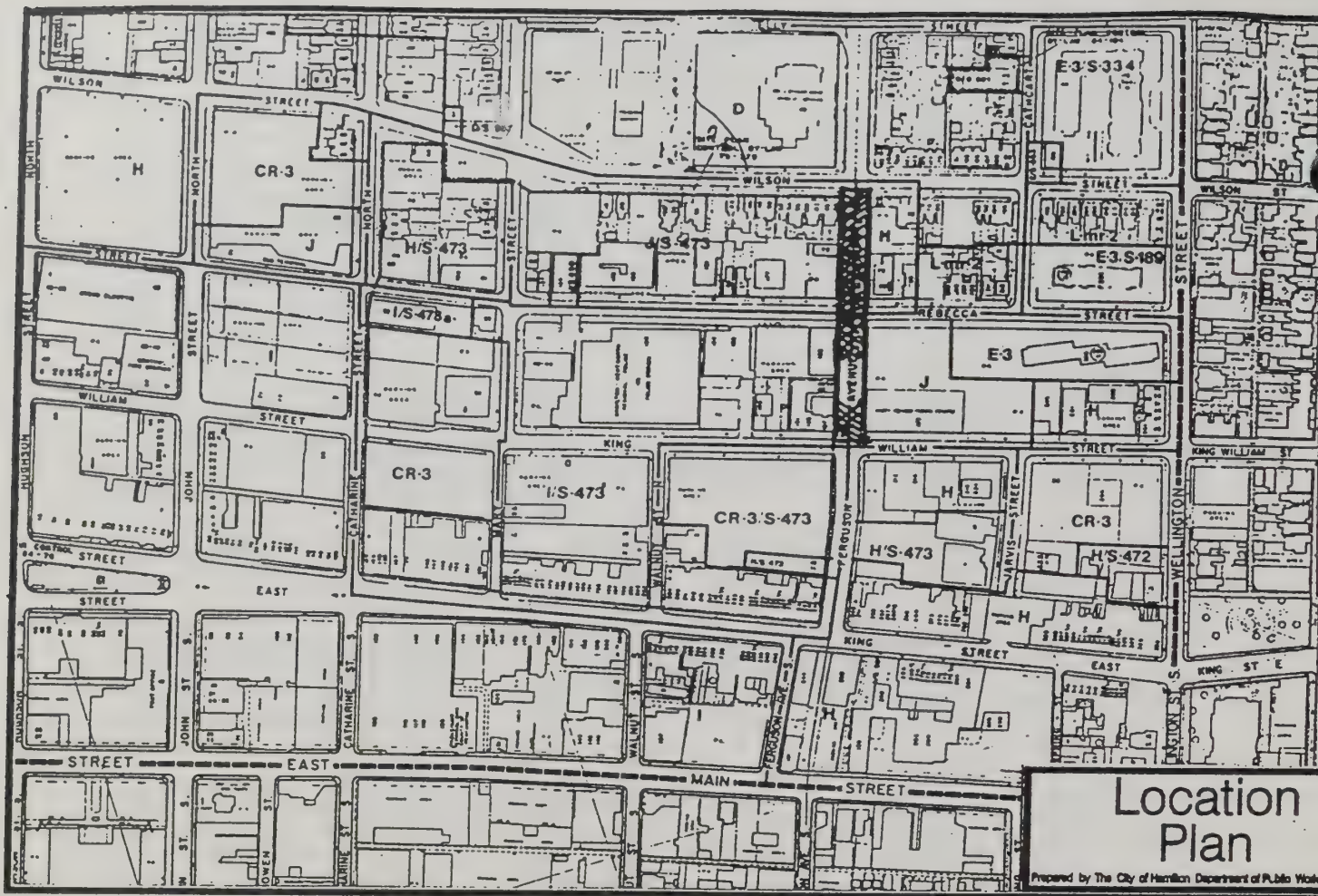
MAYOR



Ferguson Avenue Revitalization King William Street to Wilson Street

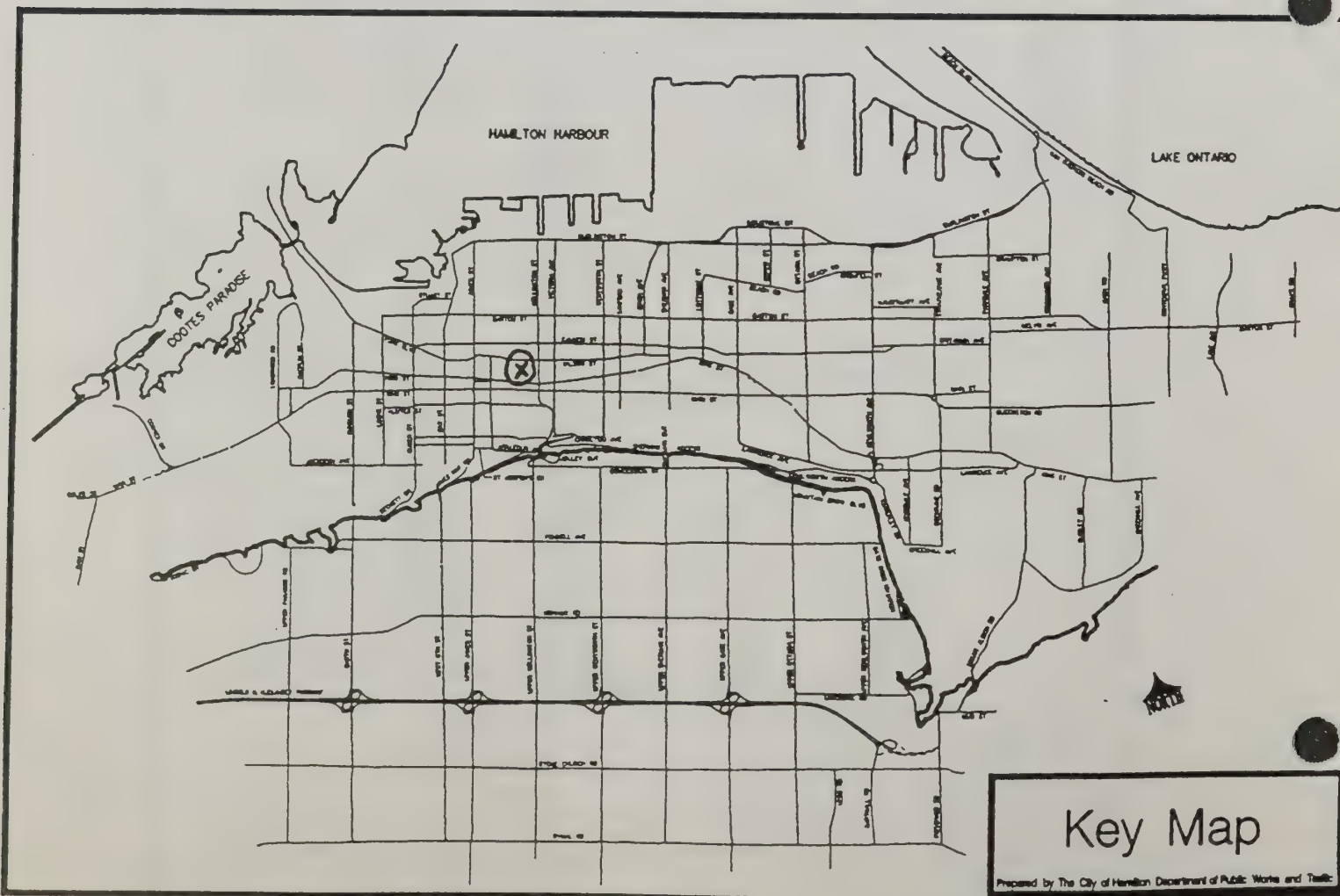
Preliminary Streetscape Concept

Project Name	Ferguson Avenue Revitalization Phase 4
City of	HAMILTON
Document Title	Streetscape Concept
Scale	1:1000



Location Plan

Prepared by The City of Hamilton Department of Public Works and Traffic



Key Map

Prepared by The City of Hamilton Department of Public Works and Traffic



MEMO TO: Mr. Marty Hazell
Traffic Department

FROM: Robert M. Morrow
Mayor
City of Hamilton

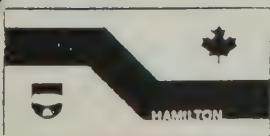
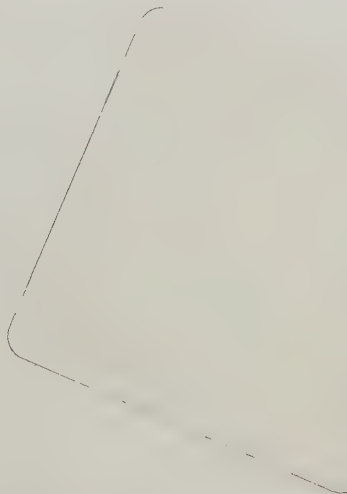
RE: 11 ROBERT STREET

DATE: April 13, 2000

Marty, would you please arrange for a discussion at the appropriate committee of the possible acquisition of 11 Robert Street for off street parking.

Thank you very much.

RMM:lc



CITY OF HAMILTON

- RECOMMENDATION -

DATE: April 7, 2000
File No. TEC-031-00 / Author: M. Hazell

REPORT TO: Chariman and Members
Transport and Environment Committee

FROM: Charles Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: Petition to Remove Aberdeen Avenue from the "Through Street" System (PWT00083)

RECOMMENDATION:

- (a) That no action be taken on the request to remove the "through street" designation on Aberdeen Avenue between Longwood Road and Dundurn Street; and
- (b) That the Regional Transportation Services Committee be advised of this recommendation as Aberdeen Avenue is a Regional Road in this area.

Charles Guthro

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

This recommendation would not require Transition Board approval.

Allowing parking overnight on Aberdeen Avenue would result in increased annual maintenance costs in the order of \$50,000 per year, for which funds have not been budgeted, and would no doubt result in requests to allow overnight parking on other sections of Aberdeen and incremental increases in maintenance costs.

BACKGROUND:

In September 1999, Alderman Marvin Caplan forwarded a petition, signed by representatives of 43 area homes, requesting that Aberdeen Avenue be removed from the through street system in the area of Studholme Road and Flatt Avenue. At the Transport and Environment Committee meeting of March 6, 2000, Alderman Mary Kiss requested a report on the feasibility of removing Aberdeen Avenue between Longwood Road and Dundurn Street from the "through street" system.

Removing an arterial street from the "through street" system to allow overnight parking is essentially a street maintenance issue, rather than a traffic issue per se. Parking has been prohibited on the arterial street system in Hamilton from 2:00 am to 7:00 am for many years. The principle reason for the overnight parking prohibition is to permit street maintenance activities to be carried out during overnight hours when traffic volumes are relatively light, rather than during the day when traffic volumes are higher and traffic congestion would result. In addition, working during the evening or night is more efficient and lowers the overall cost of street maintenance.

To assist the residents on Aberdeen, the parking regulations were revised on Studholme Road several years ago to allow overnight parking on the west side of this street, which is only one short block away from the petitioners' homes.

From an operational perspective, because of its close proximity to the 403 Highway, high traffic volumes and direct route to the Queen Street mountain access, Aberdeen Avenue is classified as a primary arterial road and receives a high level of service. In the event of any road closures (ie. Forestry operations, road cuts and flooding) this road would receive immediate attention. Road maintenance in the form of street sweeping and flushing would be carried out on a bi-weekly/as needed basis. During snow plowing operations, Aberdeen Avenue would also receive immediate and on-going attention until bare pavement conditions could be achieved because it is an essential part of the arterial street system.

Allowing overnight parking would significantly effect snow clearing operations. In these instances, costs become the limiting factor as snow would be windrowed and cleaned again the following day to open up these lanes to through traffic. During the summer operating schedule, maintenance for this arterial roadway is carried out during the very early or late hours when traffic volumes are relatively light. Parking in this area would require increased enforcement to deal with posted closed portions so that maintenance could be carried out during these hours. For these reasons, staff does not support removing Aberdeen Avenue from the through street system (map attached), and also attached to this report is a recent Information Report to the Transport and Environment Committee respecting the costs and issues surrounding requests to remove streets from the "through street" system to allow overnight parking.

MBH/kag
Attach.

CITY OF HAMILTON

-INFORMATION-

DATE: 2000 February 18
Author: Charles Guthro

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: C. Guthro
Acting Commissioner of Public Works & Traffic

SUBJECT: Requests to Remove Through Street Designations
(PWT00044)

BACKGROUND:

Council has asked the Department of Public Works and Traffic to consider the feasibility of allowing "Through Street" parking on arterial roads. "Through Street Parking" has been prohibited on the arterial street system in Hamilton for many years. Virtually all of the "Through Streets" are Regional Roads and parking is prohibited on the Regional road system on a full time basis for approximately 90% of the total mileage and permitted during the daytime hours on the remaining 10%. The "Through Street" designation on a road stipulates that overnight parking (2:00 a.m. to 7:00 a.m.) is not permitted.

The Department of Public Works & Traffic's principle reasons for being opposed to "Through Street" parking are not related to traffic flow, but rather to the significant increases in costs for conducting street maintenance operations, combined with a lower level of service.

Regarding winter operations, snow removal would have to be carried out during daytime hours, since snow would accumulate in a windrow beside parked cars during evening plowing operations. Removal of the windrows would require a group consisting of one front-end loader, three trucks and one traffic control person. This would have to be undertaken during the daytime high traffic hours. This report outlines the increased operating costs associated with the removal of the "Through Street" designation on a typical arterial road (Aberdeen Avenue between Queen Street and Longwood Road) approximately 1.7km. This information can be used to extrapolate average cost of requests. Based on a 10cm snowfall, this service could take approximately 8 to 10 hours at a cost of \$3,000. It is important to note that this past winter we received approximately

Requests to Remove Through Street Designations (PWT00044)

95cm of snow over a two-week period while our yearly average is 152cm. Based on an annual accumulation of 152cm the cost to provide this service (Aberdeen Avenue between Queen Street and Longwood Road) could reach \$45,000 to \$50,000.

Regarding summer operations the street sweeping/flushing operation would require posting for no parking once a week for the night time operation. Assuming these operations could occur during the months of March to December, the costs for two men and a truck would amount to \$5,000 annually. The total increase in operating costs would be \$50,000 to \$55,000 annually on a typical through street.

Virtually all of our "Through Street" parking tags are issued in the lower city and the majority of requests to allow parking overnight are on lower city "Through Streets". To create an average cost we have taken the total amount of revenues for "Through Street" tags in the lower city and divided them by the number of kilometres in the lower city, the average cost reductions of parking tag revenue per kilometre would be \$2,656. While the purpose of parking enforcement is to encourage compliance with the various parking regulations rather than to generate revenue, this is a significant cost implication which cannot be ignored.

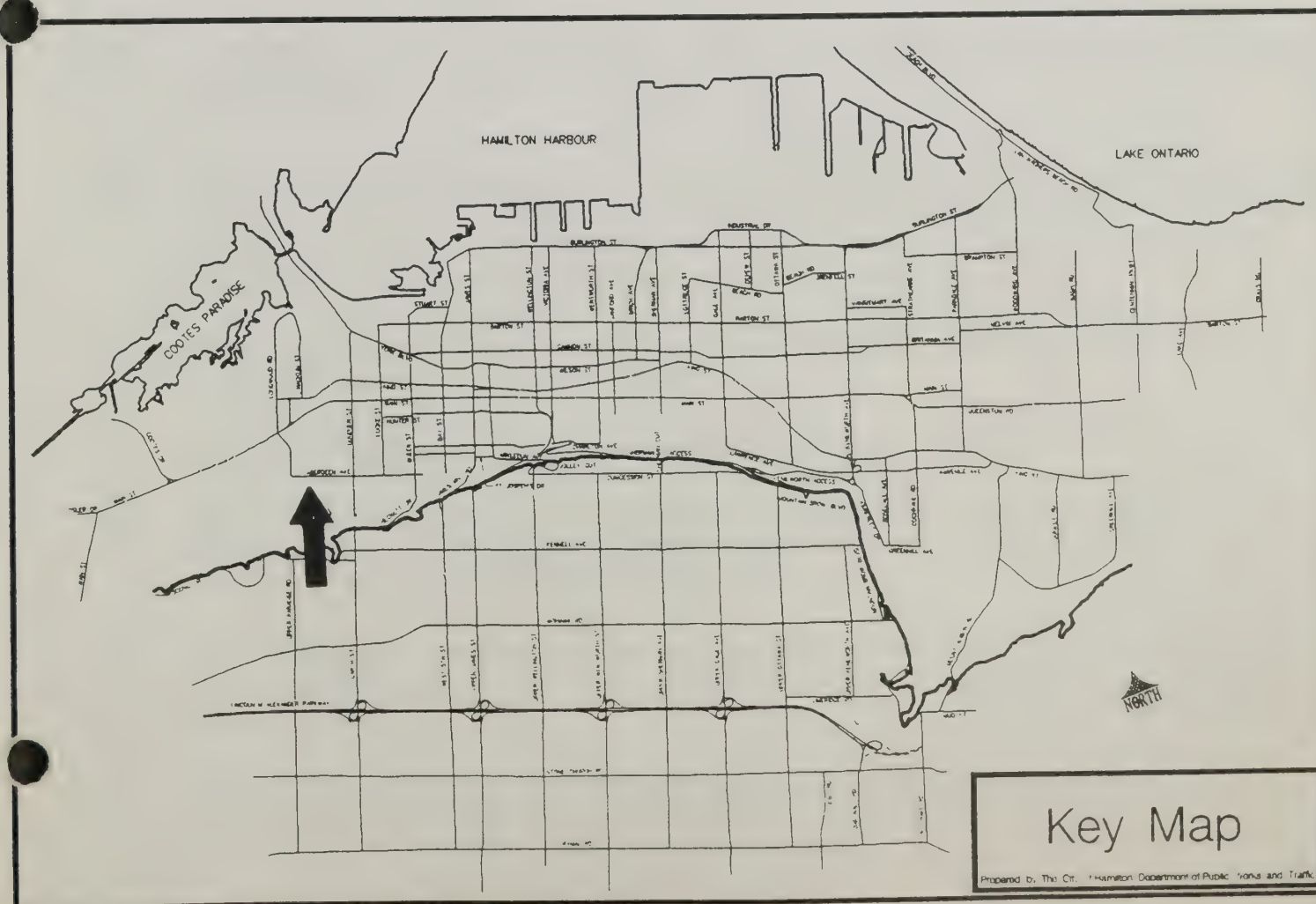
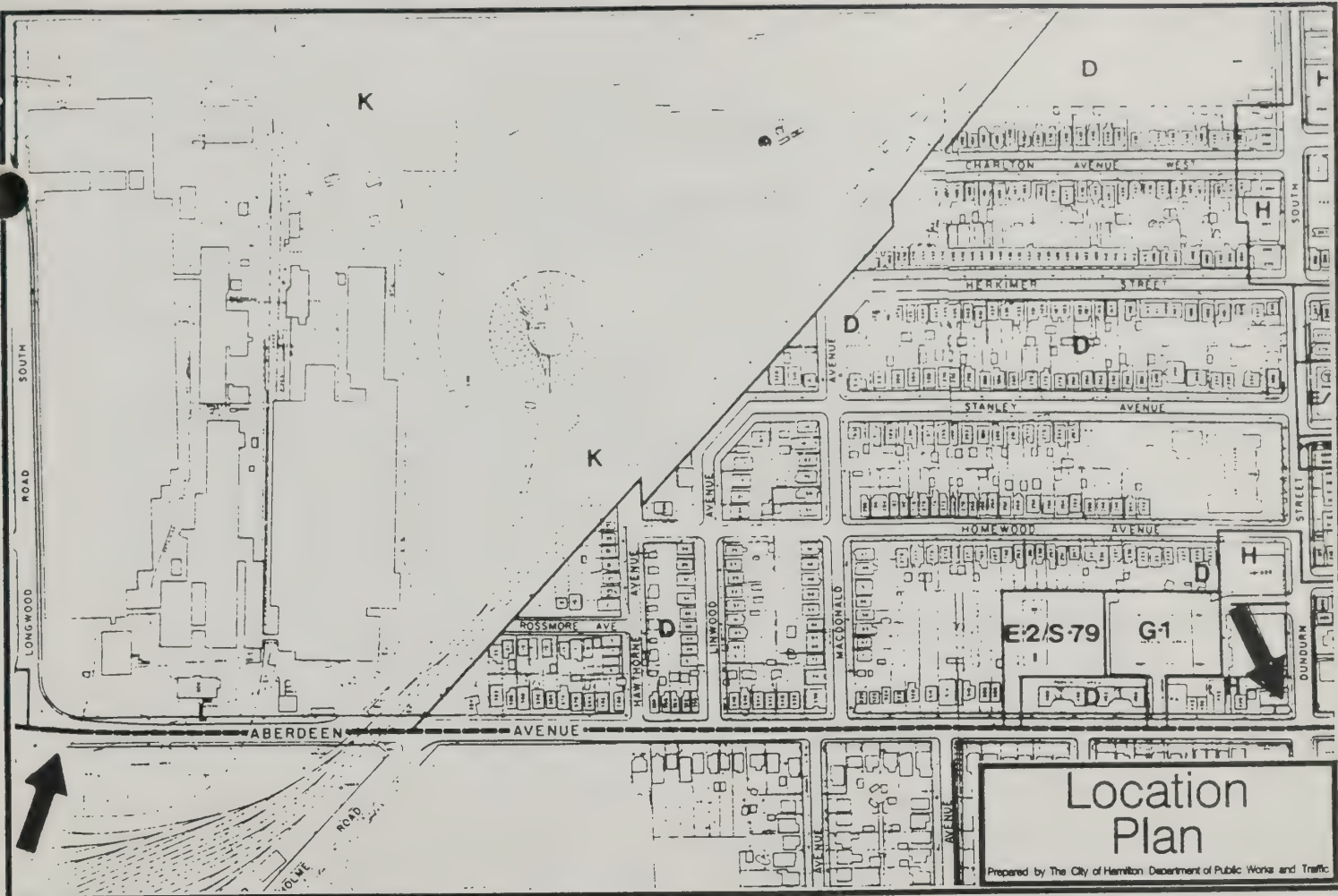
This report does not go on to describe other service and cost implications such as roadway markings, asphalt and road maintenance, litter pick up etc.

Therefore, we would not recommend that changes be made to the "Through Street" designation on arterial roads to allow parking overnight since our budgets could not support these increased costs. The Department of Public Works & Traffic would review individually approved requests by the Transport & Environment Committee providing alternative options to limit the impacts to the budget and service requirements.

Charles Guthrie

CG/rb

c.c. M. Hazell, Manager of Community Traffic Services



CITY OF HAMILTON

- RECOMMENDATION -

DATE: April 14, 2000
File No.: TEC-033-00 / Author: M.J. Preston

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charles Guthro
Acting Commissioner of Public Works and Traffic

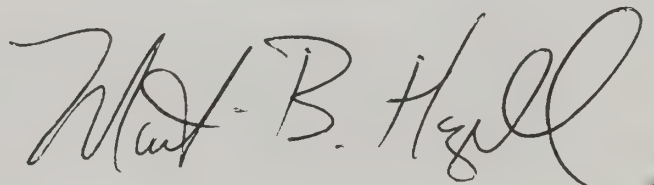
SUBJECT: Temporary Road Closures: Hess Street South between King Street and Main Street (PWT00093)

RECOMMENDATION:

That the application of the Hess Village Performing Arts Association to temporarily close Hess Street between King Street and Main Street every weekend from 5:30 p.m. on the Friday until 3:00 a.m. on the following Monday, beginning June 16, 2000 for 10 consecutive weeks ending August 14, 2000, to hold a street festival, be approved, subject to the following conditions:

- a) That the prior approval of the Chief of Police or his designate be received, and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained; and
- b) That the applicant provide proof of \$5,000,000 public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and
- c) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate; and
- d) That all barricading be supplied by and at the expense of the applicant; and
- e) That "Temporary Road Closure" signs be installed, in advance, on the affected roadways, if deemed necessary by the Acting Commissioner of Public Works and Traffic at the expense of the applicant; and
- f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City at the expense of the event organizer; and
- g) That no property owner, resident or customer within the barricaded area be denied access to their property upon request; and

- h) That all property owners and tenants within the closure area be notified of the event by the applicant, prior to the event, in a form acceptable to the Acting Commissioner of Public Works & Traffic; and
- i) That the AGCO be advised that the City of Hamilton is aware of the application of the Gown and Gavel for a temporary extension of its liquor licence to serve alcohol on the road allowance of Hess Street for 10 consecutive Fridays beginning June 16, 2000 at 7:30 pm to 12:00 midnight and 10 consecutive Saturdays beginning June 17, 2000 from 7:30 pm to 12:00 midnight and 10 consecutive Sundays beginning June 18, from 4:00 pm to 10:00 pm and the City has no objection to the AGCO issuance of the appropriate liquor licence for this event; and
- j) That the applicant be granted an exemption from the City of Hamilton's Noise By-law No. 79-292 to allow music to be played until midnight every Friday and Saturday of the festival and that a Noise Control Officer monitor the event and be in attendance if necessary, at the expense of the applicant.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Transition Board approval is not required.

BACKGROUND:

An application has been received from the Hess Village Performing Arts Association to temporarily close Hess Street between King Street and Main Street (map attached), for 10 consecutive weekends beginning Friday, June 16, 2000 at 5:30 p.m. to hold a street festival.

On Fridays, the roads would be closed at 5:30 p.m. for stage set up and the entertainment would begin at 7:30 pm. The stage would be set up on Hess, north of George and the sound control booth would be located in the intersection of Hess and George. The music would continue until 12:00 midnight and the applicant has requested an exemption from the City's Noise By-law to allow this. A Noise Control Officer will monitor the festival and be in attendance if necessary, at the expense of the event organizer. Alcohol would be served on the road allowance until 12:00 midnight and an extension to the appropriate licences will be required.

SUBJECT: Temporary Road Closures: Hess Street South between
King Street and Main Street (PWT00093)

Page 3

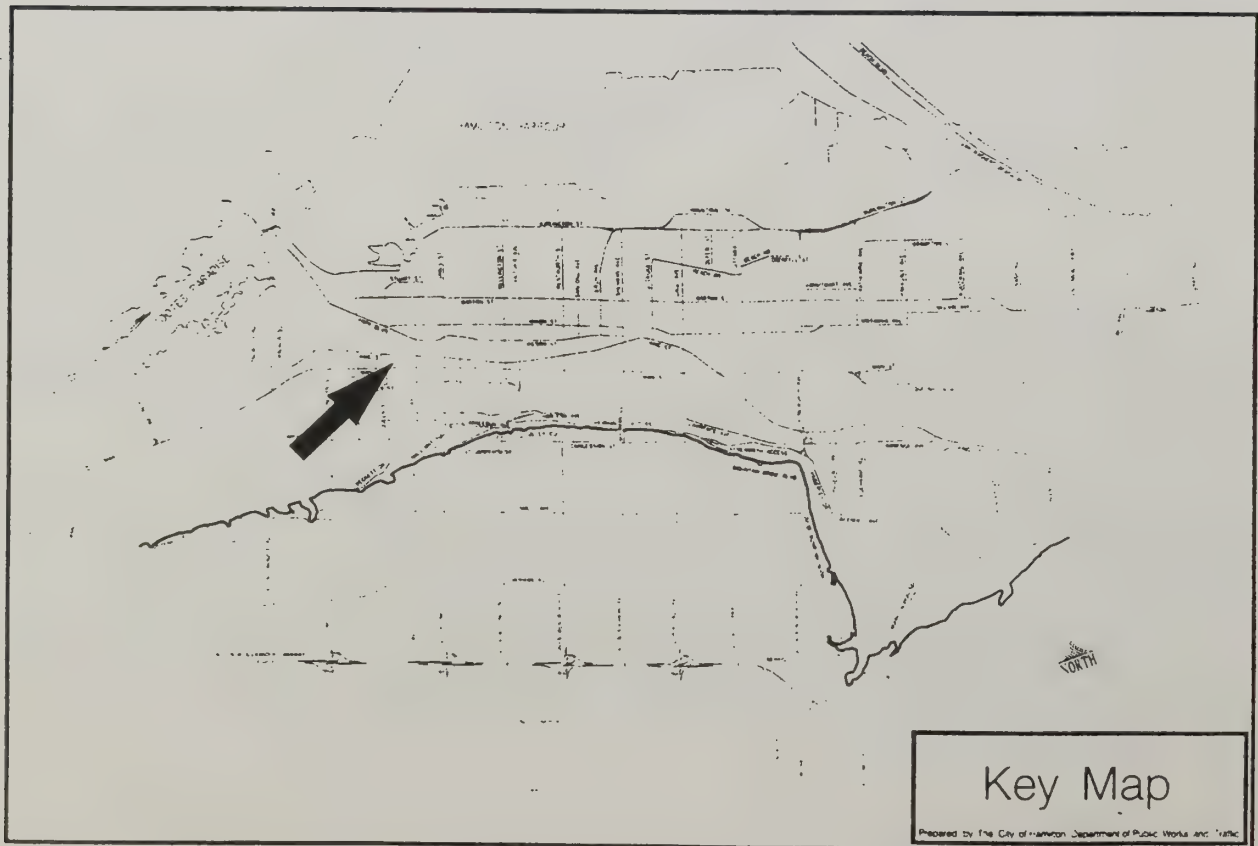
Entertainment will consist of a variety of musical styles, including Rock and Roll, New Country, Celtic and Latino. The organizer anticipates attendance to exceed 300,000 people by the end of the 10 weekends.

Regional Police Services will be in attendance throughout the event to provide crowd control at the expense of the applicant. The Department of Public Works & Traffic will post "Temporary Road Closure" signs to inform the public of the closures, also at the expense of the applicant.

As this event is being held to showcase the reconstruction of the Hess Village area, and as the Regional Police Service will be in attendance to provide for the safety of the public, this Department supports the event.

 MJP/CVB/str

Cc: G. Kirchknopf, Public Works and Traffic
Cc: P.C. D. Schwalm, Police Service
Cc: R. Fair, Culture and Recreation
CC: F. Westaway, Noise Control



CITY OF HAMILTON

- RECOMMENDATION -

DATE: April 4, 2000
File No. TEC-027-00 / Author: T. Arnold

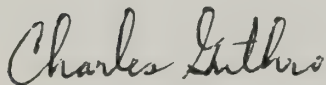
REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charlie Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: Parking for Services in Kind – International Children's Games
July 1, 2000 to July 6, 2000 (PWT00077)

RECOMMENDATION:

That, in accordance with the current City Council policy respecting "Parking for Services in Kind", the request of the International Children's Games to provide four (4) tickets to the Opening Ceremonies and six (6) tickets to the Closing Ceremonies (\$5000 value) in exchange for 50 parking spaces for eight days in the Convention Centre Parking Garage (\$5000 value), be approved.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

Transition Board approval is not required.

BACKGROUND:

Staff has received a request from the International Children's Games Committee for complimentary Convention Centre Parking passes for use by dignitaries during the Children's Games.

In exchange, the Children's Games Committee will designate the Parking Services Section as a "Silver Sponsor" of the Games. This designation will provide the following:

- < television/radio coverage where possible
- < Parking Services name on all advertising/promotional material
- < logo on volunteer t-shirts
- < logo on International Children's Games sponsorship board
- < Parking Services advertisement in programs
- < International Children's Games program recognizing silver sponsorship

SUBJECT: Parking for Services in Kind
– International Children's Games (PWT00077)

Page 2

- < Parking Services acknowledgement in athletes packages
- < recognition at Closing Ceremonies
- < Parking Services thank you in program and the Hamilton Spectator
- < four (4) tickets to Opening Ceremonies
- < six (6) tickets to Closing Ceremonies

In accordance with approved policy, the event tickets will be held and made available to members of City Council for charitable purposes only, or, in the event that they are not requested by City Council, made available to charitable organizations by staff within 48 hours of the event.



TA/str

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 2000 April 17
MOE-COA-00-01
Stipeley Neighbourhood

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Lee Ann Coveyduck
General Manager
Community Planning and Development Division

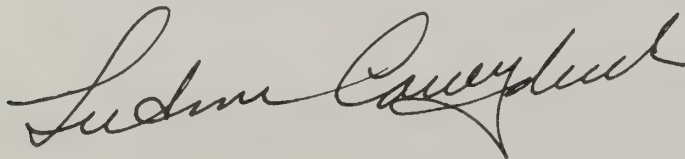
SUBJECT: Hotz Environmental Services Inc., 239 Lottridge Street,
Applications for Amendments to Certificates of Approval Nos.
A100146 and A650089 (PDC 00081)

RECOMMENDATION:

- (a) That the West Central Branch of the Ontario Ministry of the Environment be advised that the City of Hamilton does not object to the amendment to Certificate of Approval No. A100146 (hazardous waste transfer facility), for Hotz Environmental Services Inc. at 239 Lottridge Street, as shown on the attached map marked as APPENDIX "A", provided the following is undertaken:
- (i) All environmental safeguards normally associated with the proposed activities are implemented to the satisfaction of the Ministry of the Environment.
 - (ii) Condition 1.(j) – The maximum 180 day temporary storage provision not be deleted, but extended from a maximum 180 day period to a maximum period of 1 year.
 - (iii) Condition 9. - Operating hours will only be extended to 7 days per week for the industrial waste component provided the applicant, Hotz Environmental, continues to implement a truck route that directs trucks away from the residential areas to the south, within the Stipeley Neighbourhood. Specifically, trucks will continue to enter the site southbound on Lottridge Street and exit the site northbound on Lottridge Street. Furthermore, Operating hours will only be extended to 7 days per week for the industrial waste component on a trial basis for a maximum period of one year. At the end of a one year period, the applicant will submit a summary of the frequency of weekend industrial-services for review by the City of Hamilton, prior to any further amendment.
 - (iv) Condition 16.(10) – Temporary outdoor storage may be extended from "overnight" to a maximum period of one month per roll-off bin, rather than for

"sufficient time for testing transferring and shipment scheduling" as requested. Furthermore, outdoor storage will only be expanded on a trial basis for a maximum period of one year. At the end of a one year period, the applicant will submit a summary of outdoor storage records for review by the City of Hamilton, prior to any further amendment.

- (b) That the West Central Branch of the Ontario Ministry of the Environment be advised that the City of Hamilton does not object to the amendment to Certificate of Approval No. A650089 (paint recycling facility), for Hotz Environmental Services Inc. at 239 Lottridge Street, as shown on the attached map marked as APPENDIX "A", provided the following is undertaken:
- (i) All environmental safeguards normally associated with the proposed activities are implemented to the satisfaction of the Ministry of the Environment.
 - (v) Condition 1.(i) - The maximum 180 day temporary storage provision not be deleted, but extended from a maximum 180 day period to a maximum period of 1 year.
 - (vi) Condition 14.(6) - The temporary outdoor storage of roll-off bins be restricted to a maximum period of one month per roll-off bin. Furthermore, outdoor storage will only be expanded on a trial basis for a maximum period of 1 year. At the end of a one year period, the applicant will submit a summary of outdoor storage records for review by the City of Hamilton, prior to any further amendment.
- (c) That a copy of this report be forwarded to the West Central Branch of the Ontario Ministry of the Environment for their consideration.
- (d) That the West Central Branch of the Ontario Ministry of the Environment be requested to forward a copy of its final decision respecting the proposed amendments to Certificates of Approval Nos. A100146 and A650089 to the Municipal Clerk, City of Hamilton.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

This matter does not require Transition Board approval.

The Ontario Ministry of the Environment under the authority of the Environmental Protection Act processes Certificates of Approval Applications. The City of Hamilton has been requested to provide comment to the Ministry on these specific applications.

BACKGROUND:

What is a Certificate of Approval?

A "Certificate of Approval" pursuant to Part V of the Environmental Protection Act is a legally binding document, through which an individual, company or municipality is permitted by the Ontario Ministry of the Environment (MOE) to undertake an activity related to the management of waste.

Each Certificate of Approval is drafted to address the site-specific considerations relevant to the proposal and contains enforceable requirements that ensure environmental and health protection, compliance with legislation and policy requirements. The Certificate of Approval stipulates the types of wastes that can be managed at the facility, and contains "conditions" that describe the manner in which the facility is to be operated. Failure to comply with any of a Certificate's conditions constitutes a violation of the Environmental Protection Act and is grounds for enforcement through the Provincial Offences Act.

As part of their review process, the MOE requests the affected municipalities to provide comments on new and amended Certificate of Approval applications. The MOE then makes a decision on the application on the basis of the comments received, in addition to various technical and environmental considerations. Comments from the City of Hamilton and the Region of Hamilton-Wentworth on Certificate of Approval applications are forwarded to the MOE.

The Proposal

The subject lands are located at No. 239 Lottridge Street, within the Stipleigh Neighbourhood, as shown on the attached map marked as APPENDIX "A". The subject lands are located at the boundary between an established Industrial area (see "K" zoning on APPENDIX "A") and an established Residential area (see "D" zoning on APPENDIX "A"). Accordingly, surrounding land uses include heavy and general industrial uses, as well as low density residential land uses. The site has an area of 1.79 ha (4.42 ac) and 97.08 m (318.5 ft.) of frontage on Lottridge Street. A partial site plan of the lands is attached as APPENDIX "B".

Hotz Environmental Services Inc. has been operating a waste disposal facility on the subject property since approximately 1990. In 1995, a consolidated Provisional Certificate of Approval A100146 was issued for a waste disposal site (transfer) at 239 Lottridge Street. The certificate allows for the operation of a hazardous waste transfer facility, including both household and industrial waste. The Certificate permits the receipt, temporary storage, bulking and transfer of a range of household hazardous waste, small quantity exempt waste and hazardous and liquid industrial waste. The facility only accepts "known wastes", meaning wastes where a final disposal location for waste transfer is known. For example, the facility accepts hazardous wastes such as motor oil, lubricants, gasoline, paints, solvents, cleaning fluids, pesticides, batteries, propane, rodent poisons, etc., which are categorized, stored temporarily and transferred elsewhere for final disposal.

In 1996, Provisional Certificate of Approval A650089 was issued for a waste disposal site (processing) at 239 Lottridge Street. This certificate allows the operation of a paint

recycling facility within a 2,988.8 m² (32,172.2 sq. ft.) building. The paint recycling facility currently has approval from the Ministry of the Environment to receive, process, temporarily store and transfer specified categories of hazardous and liquid industrial waste. The facility receives used and discarded paints, which it cleans and processes into a reusable state. The paints are then resold, usually in bulk form.

In accordance with standard Ministry practice, both Certificates, A100146 and A650089, are subject to a number of conditions and definitions. The applications currently under consideration are for amendments to the previously approved Certificates A100146 and A650089, for both the hazardous waste transfer facility and paint recycling facility. Comments must be limited to the proposed changes. As a result of a recent audit of the Hotz site by the Ministry of the Environment, Hotz has applied for a number of housekeeping and operational amendments to their Certificates. Requested changes for the hazardous waste disposal facility (Certificate A100146) include changes to the outdoor temporary storage procedures, elimination of the overall restriction of 180 day temporary storage, extension of the operating hours for the receipt of liquid industrial waste, updates to inventory keeping methods, the addition of non-hazardous solid waste as an acceptable waste, and changes to the outdoor storage methods for propane cylinders. Requested changes for the paint recycling facility (Certificate A650089) include the addition of one waste class to the list of permitted waste, elimination of the overall restriction of 180 day temporary storage, replacement of a weight and container capacity with a weight capacity, changes to storage requirements to allow the triple stacking of lab-pack containers, changes to the prohibition of outdoor storage to allow the temporary storage of roll-off bins in the receiving area and updates to inventory keeping methods. The proposed changes are detailed in Tables 1 and 2 attached as APPENDICES "C" and "D".

COMMENTS FROM MUNICIPAL DEPARTMENTS:

- **Transportation, Operations and Environment Division, Traffic Planning Section**

"The site is located on a truck route with sufficient capacity to handle any increase in traffic. Therefore, the Traffic Planning section has no concerns."

- **Transportation, Operations and Environment Division, Regulatory Environmental Management Section**

"A staff review of the above-noted Certificate of Approval amendment application has revealed one area of concern.

Condition 14(6), Outside Storage. The potential exists for contaminated storm water to enter storm sewer catchment areas and enter the combined sewer system under Princess Street. Storm catchment areas are located in the yard between the paint facility and the hazardous waste facility including a sunken loading dock with a storm sewer catch basin. A portion of the sunken loading dock contains waste bins used for paint waste. There was evidence of spillage around these bins allowing direct access to the combined sewer.

Providing the above is addressed, the proposal put forth by Hotz Environmental Services Inc. is acceptable from a sewer use standpoint, with the provision that wastewater discharged from this operation complies with Sewer Use By-law R89-049."

- **Transportation, Operations and Environment Division, Solid Waste Management Section**

"A staff review of the above-noted Certificate of Approval amendment application has revealed one area of concern.

Condition 1 (i), 180 days temporary storage. Given the fact that Household Hazardous Waste programs are a seasonal type of operation, peaking in the spring and fall, Hotz Environmental feels it is necessary to "stock up" to allow a sufficient supply of raw materials. This ensures ample work for their workforce throughout the year. Hotz feels that the current 180 days is normally enough time to allow them to clear their entire inventory, however, they are concerned they may exceed the limit if there are unforeseen problems such as equipment failure, scheduling problems or inclement weather. Given the fact that some of these items are out of their control an increase in the 180 days for temporary storage may be in order.

Extending the time frame for storage by an additional 180 days will ensure that regardless of when the stock arrives there will be ample time to ensure the entire inventory is processed regardless of circumstance. It is important that there be a maximum number of days for storage to ensure that all stock is cleared and no inventory is kept for a prolonged period of time."

- **Fire Prevention Division, Fire Department**

"This Department has reviewed the above noted application for amendment to Certificate of Approval, No. A100146 and has no objections or requirements.

Please note that the storage of propane cylinders referenced in item #6 is subject to the requirements for the safe storage and handling of propane found in the Propane Storage, Handling and Utilization Code made under the Energy Act."

- **Community Planning and Development Division, Building Department**

"1. This property is located in a "K" District.

2. The paint recycling facility is a permitted use.

3. Recycling of the household hazardous waste and industrial waste management is permitted provided that the operations do not create danger to health or danger from fire or explosion as specified in Section 18.(1) of the Zoning By-Law."

- **Environmental Health Branch, Social & Public Health Services Division**

"...This Branch has concerns around extending the operation from 5 days to 7 days and the possible impacts of the increased truck traffic associated with this increase.

This Branch also has concerns with the proposal to extend past the six-month period that household hazardous wastes can be stored upon the property. The application states that the backlog may occur due to seasonal increases in these products and that the applicant seeks relief during these times. This Environmental Health Branch is of the opinion that if these full bins are allowed to be stored for longer than six months, especially over the summer months, adverse conditions may occur. Covered bins full of paints and solvents left over the summer months may result in both odour problems and the possibility of containers rupturing due to excessive pressure build up. This could also pose a fire/explosion hazard.

For these reasons, this Branch cannot endorse the application that would allow for these items to be stored for longer than six months."

The Health Branch subsequently submitted the following additional comments:

"...Through additional correspondence from representatives from Hotz Environmental, this Branch received clarification on two previous issues raised in our letter dated March 27, 2000. Mr. Heng Lim, Senior Vice President of Hotz Environmental Services Inc. has indicated that extending the operation from 5 to 7 days will have a very limited impact on the increase in truck traffic. "The frequency of the weekend industrial services will be no more than a dozen times annually".

Additionally, Mr. Heng Lim indicates that the proposed storage of wastes for up to nine months, an increase of three months from the current six month provision, will take place in the indoor storage area only. "Any outdoor storage of roll-off bins, if needed, will not be longer than one month".

This Branch requests that the proposed amendments be approved conditionally for one year. A review of the frequency of the weekend industrial services and outdoor storage records must be submitted prior to comments to further review of the proposed amendments."

- **Community Planning and Development Division, Land Development Department**

The City of Hamilton Official Plan designates the subject lands "Industrial" and "Special Policy Area 11". Based policy on policy A.2.3.1., the primary uses permitted in Industrial areas will be for Industry, which is defined as manufacturing, processing, warehousing, repair and servicing. "Special Policy Area 11" identifies lands intended for Light Industrial use, which applies to Industrial uses that have a minimal impact on surrounding land uses. Light industrial uses may include, but not be limited to, warehousing, light manufacturing and assembly, laboratories and research facilities, communication facilities and printing and publishing plants. Although the established waste management facility is not a Light Industrial use and would be categorized as a General or Heavy Industrial use, the long term intent for the area is for Light Industrial land uses.

As discussed in the Background section of this report, the subject lands are located in close proximity to a residential neighbourhood. The closest residential use is located

immediately to the south of the subject lands, at 223 Lottridge Street. Several residential properties are located approximately 12 m (40 ft.) to the south, fronting on Clinton Street and Barnsdale Avenue North (see APPENDIX "A"). In this regard, the following Official Plan policies should be noted:

- "2.3.18 Council will ensure that non-Industrial land uses abutting LIGHT INDUSTRIAL precincts are protected from any adverse impacts through the provision of adequate separation, screening, barriers, fencing and landscaping or other like measures.
- 2.3.21 LIGHT INDUSTRIAL development may be permitted in areas abutting Residential Uses, provided that:
 - i) Adequate buffering is provided between the two uses by such means as adequate separations, landscaping, barriers and plantings;
 - iii) The impacts of LIGHT INDUSTRIAL USES on the surrounding area in terms of traffic flows, building forms and relationships to neighbouring buildings or uses are acceptable.
- 2.3.27 Traffic generated by INDUSTRIAL USES will be prohibited from penetrating designated Residential areas.
- 2.3.35 In areas where it is recognized that an existing mix of Residential and INDUSTRIAL USES may be tolerated, Council will permit:
 - i) Only those INDUSTRIAL extensions or enlargements that do not generate adverse environmental impacts or traffic congestion;"

The Official Plan also requires new Industrial activity to comply with all provincial standards:

- "2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial standards with respect to the emission of sounds and vibrations, permissible concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off."

PUBLIC COMMENTS:

On February 24, 2000, the applicant, Hotz Environmental Services Inc., circulated an information Notice to residents and property owners abutting 239 Lottridge Street (see attached APPENDIX "E"). The Notice provides a description of the proposed amendments to Certificates of Approval A100146 and A650089. Hotz's agent has indicated that they received no negative input or concerns from area residents. The Notice also advised written comments could be submitted to the Ministry of the

Environment. The Ministry has advised that, as of April 17, 2000, no comments were received in response to the Notice.

COMMENTS:

Staff from City/Regional Departments have identified the following concerns/issues with the proposed amendments.

1. Certificate No. A100146 (Hazardous Waste Transfer Facility) Condition 1 (j) and Certificate No. A650089 (Paint Recycling Facility) Condition 1 (i) - 180 Day Temporary Storage

Community Planning and Development, Health Branch, and Waste Management Division staff share concerns respecting the elimination of the 180 day temporary storage condition for both facilities. Without a maximum time limitation for storage, hazardous waste could potentially be stored on the site indefinitely, as long as the maximum overall capacity for the facility is maintained. Although the applicant indicates it is not their intention to store waste for prolonged periods, it is felt that a maximum time limitation for the storage of waste should remain in place to provide the public with a level of confidence that waste will not be stock-piled.

In order to address the applicant's concern with respect to unforeseen operational difficulties the Waste Management Division indicates that a 180 day extension could be supported. Therefore, temporary storage should be restricted to a maximum period of one year.

2. Certificate No. A100146 (Hazardous Waste Transfer Facility) Condition 9. – Operating Hours for Industrial Waste

The Environmental Health Branch has expressed concerns respecting the expansion of operating hours for the delivery of industrial waste from Monday to Friday 8:00 am to 8:00 p.m. to 7 days per week. The Community Planning and Development Division concurs with this position. The waste facility is an intense industrial operation, located in very close proximity to sensitive residential land uses. Measures which are intended to minimize negative impacts on abutting residential uses should not be amended lightly.

In response to the above concerns Hotz has indicated that they implement a truck route that directs trucks away from the residential areas to the south, within the Stipeley Neighbourhood. Specifically, Hotz directs all its trucks to enter the site southbound on Lottridge and exit the site northbound on Lottridge Street. Directional signs are also posted at the access driveway to the site. Furthermore, the applicant indicates that they only expect industrial waste deliveries on the weekends approximately 12 times per year. Although, the restrictive truck route may limit adverse impact on the abutting residential areas, there is no guarantee that the frequency of deliveries will be as low as the applicant expects. Consequently, the Health Department has suggested that a review of the situation should be undertaken after a one year period.

3. Certificate No. A650089 (Paint Recycling Facility) Condition 14(6) - Outdoor Storage and Stormwater Run-off

The Regulatory Environmental Management Section expressed concerns with respect to the potential for contaminated storm water to enter storm sewer catchment areas. The applicant, Hotz Environmental Services Inc., has indicated that a garbage bin near the catch basin, in the loading dock has the highest potential to contaminate run-off. In order to address the concern, Hotz have suggested the following course of action:

1. Canadian Waste will be requested to remove the garage daily.
2. Our daily site inspection will be stepped up especially on a rainy day.
3. A narrow dyke will be installed to extend out from the wall of the loading bay where the garbage bin is located. This will separate the catchbasin from potential run-off from the bin. It also directs the run-off to flow toward the base of the loading bay.

Staff of the Regulatory Environmental Management Section have indicated that the above addresses their sewer use concerns.

4. Certificate No. A100146 (Hazardous Waste Transfer Facility) Condition 16.(10) and Certificate No. A650089 (Paint Recycling Facility) Condition 14.(6) – Temporary Outdoor Storage

The application for Certificate No. A100146 (Hazardous Waste Transfer Facility) Condition 16.(10) requests an amendment to the temporary outdoor storage provisions to replace the term "overnight" to provide "sufficient time for the testing, transferring and shipment scheduling" of waste in roll-off bins. The application as submitted does not include a specific time restriction. This should be clarified to ensure that waste within roll off-bins is not stored outdoors for prolonged periods. The applicant has indicated that outdoor storage in roll-off bins would not occur for longer than one month. Therefore, the temporary outdoor storage of roll-off bins should be restricted to a maximum period of one month per roll-off bin.

Although the applicant has provided some clarification with respect to outdoor storage (e.g. within roll-off bins for a maximum period of one month), the Health Branch wishes to monitor the operation to ensure there are no adverse impacts on abutting residential uses. Consequently, the Health Branch has suggested that a review of the situation should be undertaken after a one year period.

5. Compliance with Section 18.(1) of the Zoning By-Law

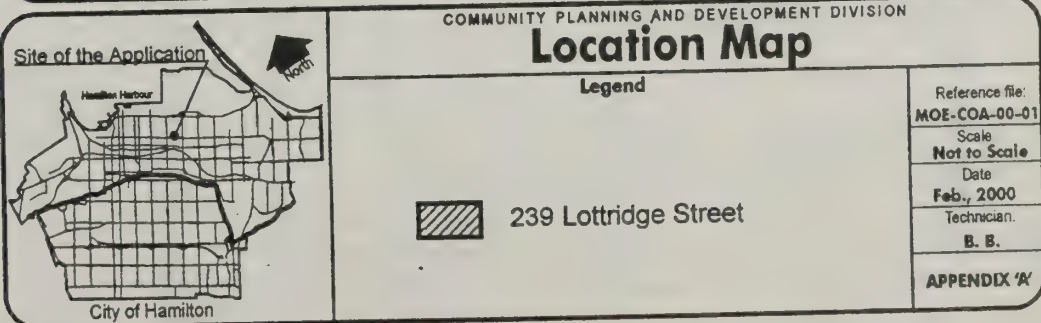
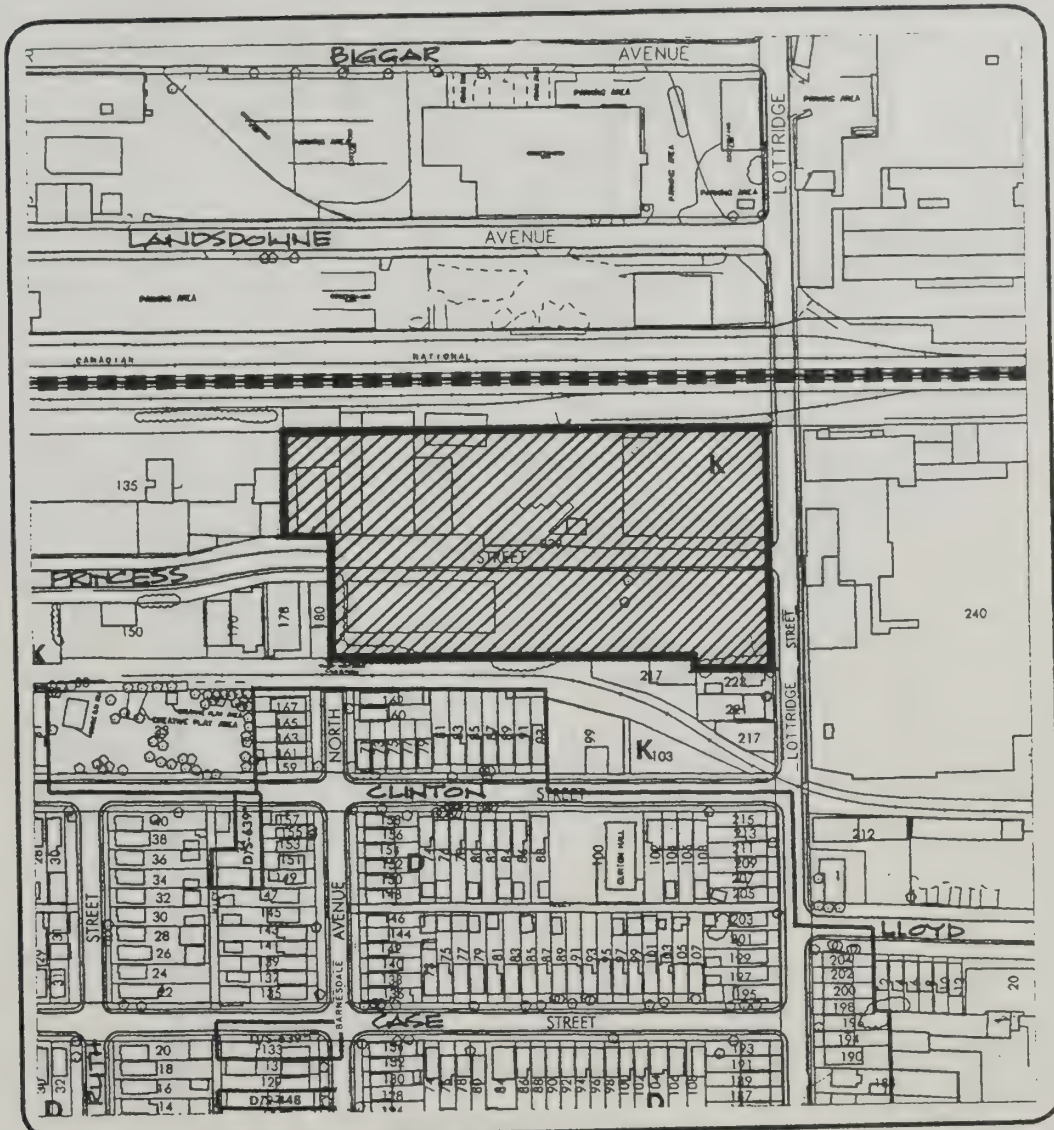
The Building Department indicated that the recycling of household hazardous waste and industrial waste management is permitted provided that the operations do not create danger to health or danger from fire or explosion as specified in Section 18.(1) of the Zoning By-law. It should be noted that the Fire Prevention Division has no concern respecting the proposed amendments. Furthermore,

although the Health Branch wishes to monitor the operation, they have not indicated that the proposed amendments would pose a danger to health.

CONCLUSION:

Based on the above Comments, the Ministry of the Environment should be advised that the City of Hamilton would not object to applications for Amendments to Certificates of Approval Nos. A100146 and A650089 by Hotz Environmental Services Inc., 239 Lottridge Street, subject to the following:

- All environmental safeguards normally associated with the proposed activities are implemented to the satisfaction of the Ministry of the Environment.
- The maximum 180 day temporary storage provisions not be deleted, but extended from a maximum 180 day period to a maximum period of 1 year.
- The operating hours should only be extended to 7 days per week for the industrial waste component provided the applicant, Hotz Environmental, continues to implement a truck route that directs trucks away from the residential areas to the south, within the Stipeley Neighbourhood. Specifically, trucks will continue to enter the site southbound on Lottridge Street and exit the site northbound on Lottridge Street. Furthermore, Operating hours should only be extended to 7 days per week on a trial basis for a maximum period of one year. At the end of a one year period, the applicant should submit a summary of the frequency of weekend industrial services for review by the City of Hamilton.
- For the hazardous waste facility, temporary outdoor storage should be extended from "overnight" to a maximum period of one month per roll-off bin, rather than for "sufficient time for testing transferring and shipment scheduling" as requested. For the paint recycling facility, the temporary outdoor storage of roll-off bins should also be restricted to a maximum period of one month per roll-off bin. Furthermore, outdoor storage should only be expanded on a trial basis for a maximum period of one year. At the end of a one year period, the applicant should submit a summary of outdoor storage records for review by the City of Hamilton.



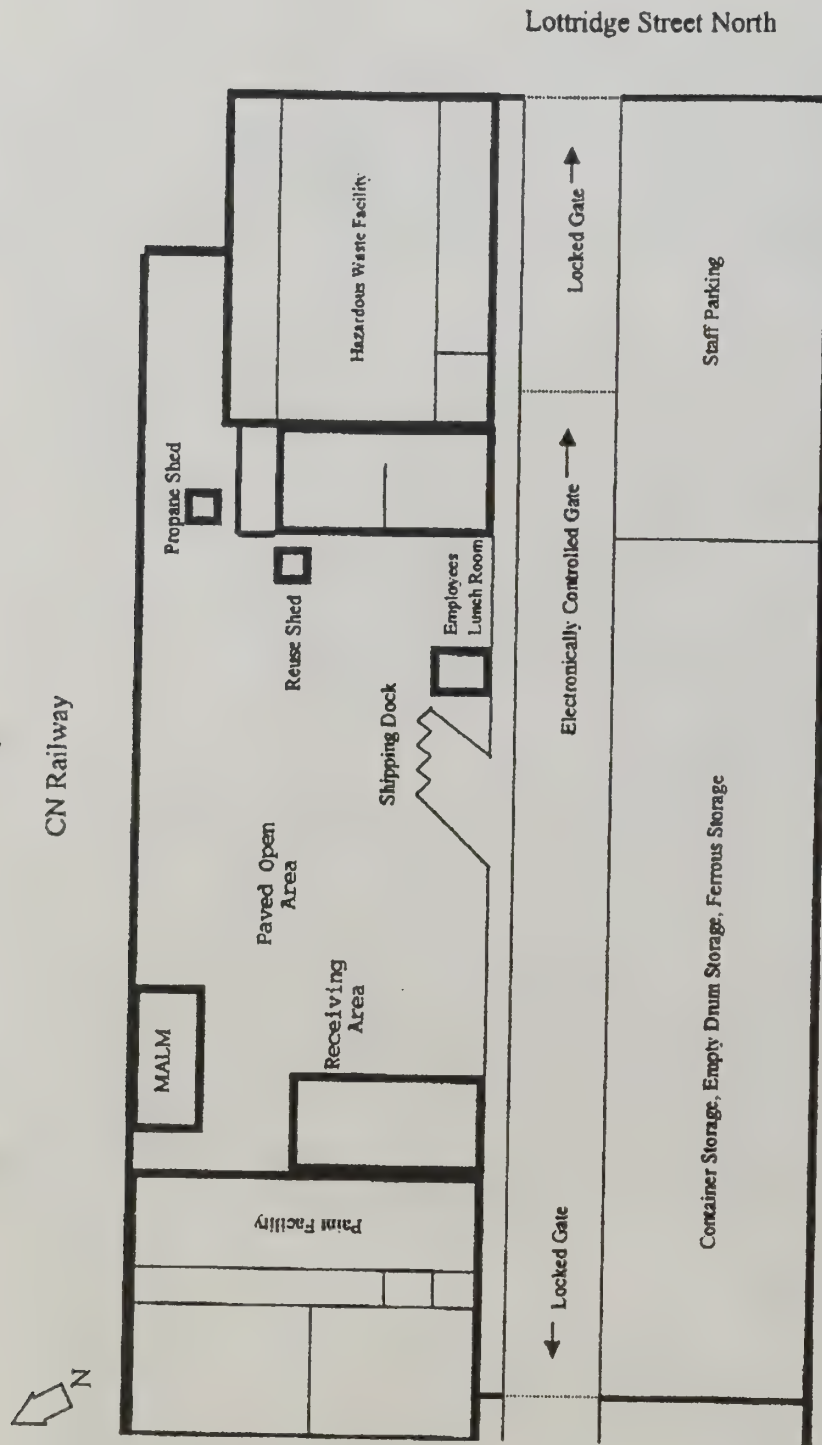


Figure 1
Site Plan
239 Lottridge St.
October 1997
(not to scale)

Table 1 - Proposed Changes To Provisional Certificate Of Approval A100146 For A Waste Disposal Site (Hazardous Waste Transfer Facility) at 239 Lottridge Street

Condition	Existing Restriction/Condition	Proposed Change	Reason for Proposed Change
1.(j)	"Temporary storage" is defined as no longer than 180 days.	Eliminate the "temporary" 180 day restriction. Note: facility experiences a 6 month seasonal operation, peaking in spring and autumn.	-To allow waste to be stocked-up to ensure steady work load during the slow period (winter months). -To allow for unforeseen operational difficulties, which may result in "first cycle" waste being inadvertently blocked by newly arrived "second cycle" waste.
9.	Operating hours: Small quantity exempt waste – Monday to Friday 8:00 am to 5:00 p.m. Household hazardous waste from collection centres - 7 days per week, 24 hours per day. Household hazardous waste from regional collection – Monday to Sunday, 8:00 am to 5:00 p.m. Hazardous and liquid industrial waste – Monday to Friday, 8:00 am to 8:00 p.m.	Amend to allow industrial waste to be accepted 7 days per week.	-Hotz would like to accept industrial waste on weekends, since some industries schedule maintenance and waste movement to avoid interference with regular production. -Would like industrial operating hours to be consistent with household waste operating hours.
12.(1) & 12.(2)	Waste Receipt methods are differentiated for household hazardous waste from the Regional collection program and other approved carriers.	Delete conditions.	The conditions are out of date; waste receipt is handled the same from all sources.
13.(3)	Non-Hazardous Solid Waste is currently not approved waste for the site.	Add non-hazardous non-putrescible solid waste.	Incidental non-hazardous waste is occasionally received.
16.(4)	Storage conditions require drums to be double labelled (on opposite sides).	Amend to allow for each drum to be single labelled.	The current practice is to single label each drum and segregate waste into blocks with each block having a large sign identifying the waste.

16.(10)	Outdoor Storage – Currently permitted to store “ <i>transportation vehicles</i> ” containing waste “ <i>overnight</i> ” provided the vehicle is parked and secured within the fenced portion of the site.	-Amend the term “transportation vehicle” to include roll-off bins and lugger boxes. -Amend the term “overnight” to provide sufficient time for “testing, transferring and shipment scheduling”.	-Roll-off bins and lugger boxes are normally used for the collection and transportation of bulk volume waste. - Testing, transferring and shipment scheduling may take longer than overnight.
16.(11)	Propane cylinders are currently required to be stored within an outdoor storage shed.	Amend to allow propane cylinders to be stored outdoors in a secured and designated area within special stackable metal cages.	The use of stackable metal cages is a current industrial practice.
17.(d) and (f)	Condition 17 stipulates the method of drum storage inventory keeping.	Delete conditions requiring detail listing of contents in each container and manual signatures on inventories.	The conditions are outdated because the class of waste is already on the container and inventories are now computerized.

Table 2 - Proposed Changes To Provisional Certificate Of Approval A650089 For A Waste Disposal Site (Paint Recycling) at 239 Lottridge Street

Condition	Existing Restriction/Condition	Proposed Change	Reason for Proposed Change
Waste Classes	List of acceptable waste classes .	Add Waste Class No. 263 for miscellaneous waste organic.	The components that make up class 263 are already permitted (separately); however, waste generators sometimes pack different organic wastes (e.g. paint, solvent, and resins) together in a common container.
1(i)	" Temporary storage " is defined as no longer than 180 days.	Eliminate the "temporary" 180 day restriction. Note: facility experiences a 6 month seasonal operation, peaking in spring and autumn.	-To allow waste to be stocked-up to ensure steady work load during the slow period (winter months). -To allow for unforeseen operational difficulties, which may result in "first cycle" waste being inadvertently blocked by newly arrived "second cycle" waste.
14.(1)	Waste storage conditions currently impose capacity in terms of the number of containers (4,000) and weight (820,000 litres).	Delete the provision of 4,000 containers, but maintain the capacity by weight, 820,000 litres.	The counting of containers serves no purpose, when a weight restriction must be adhered to.
14.(5)	Waste storage conditions do not permit the stacking of drums and storage containers.	Amend the condition to allow the triple stacking of "lab-pack" containers.	Due to the unique nature of lab-packs, the Ministry has permitted stacking for the waste management facility on the same site at 239 Lottridge St. (Certificate A100146)
14.(6)	Outdoor storage of waste is currently prohibited.	Amend the condition to allow the temporary outdoor storage of roll-off boxes in the outdoor receiving area.	The current method of collection and transportation of household hazardous waste is within large roll-off boxes lined with plastic liners and covered with leak-proof tarps. Due to the large size of a roll-off bin, only one at a time can be processed indoors. During peak periods, not all bins can be processed in time to avoid the temporary outdoor storage of bins in the receiving area.
15.(2)(d) and (f)	Condition 15 stipulates the method of drum storage inventory keeping.	Delete conditions requiring detail listing of contents in each container and manual signatures on inventories.	The conditions are outdated because the class of waste is already on the container and inventories are now computerized.



239 Lottridge Street, Hamilton, Ontario, Canada L8L 6W1

Tel: (905) 545-2665 • Toll Free: (888) 333-4680 • Fax: (905) 545-7822

February 24, 2000

To All Residents and Business abutting Hotz Environmental Services Inc.

Dear Owner/Tenant:

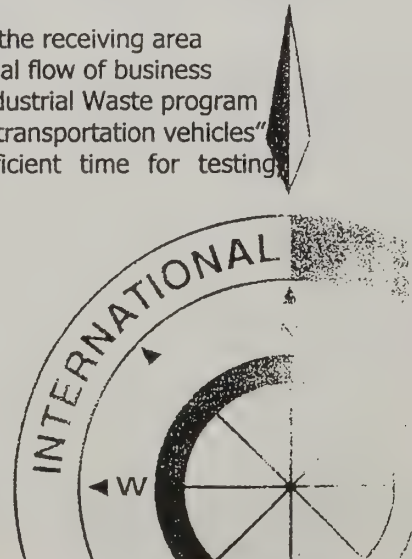
The Ministry of the Environment has recently conducted an audit/inspection of our facility. As a result of the audit/inspection both the Ministry and Hotz agree that some operational changes, housekeeping amendments, clarification of terms, different storage procedures, and changes to record-keeping practices, etc. will improve the functions and efficiency of the recycling operations.

If you have lived or operated a business in this area over the past few years, you will know the Hotz organization have strived to keep the community advised of various operational changes. Amendments to the present Certification of Approval is required. Please be advised that these amendments are of a functional and reporting nature internal to our operations and have no impact upon the surrounding neighbourhood. In reality, as a resident or business operation you will not notice any change.

Applications for the following amendments contain the following:

- A general terminology or classification for combined wastes
- Waste storage to be read in terms of total volume rather than containers
- A clarification on the stacking of "labpacks". (labpacks are the packing of sealed waste containers within a larger sealed container)
- Recognizing the storage of roll-off bins and lugger boxes in the receiving area
- The need for a storage term is redundant due to the seasonal flow of business
- A request to continue the very successful Small Quantity Industrial Waste program
- The addition of roll-off boxes and lugger bins to the terms "transportation vehicles"
- The term "overnight" be amended to provide for sufficient time for testing transferring and shipment scheduling

Dedicated to the Environment. Committed to the Future.



- Apply uniform hours for the receipt of all wastes
- Removal of additional documenting of waste receipt as it is already a requirement of the Environmental Protection Act, is recorded in any event and is additionally logged by computer
- Allow for the receipt of certain extemporaneous or incidental non-hazardous wastes
- A request to change the duplication or double-labelling of drums to avoid confusion
- Include the storage of empty Bar-B-Que style propane cylinders to be placed in outdoor cage type pallets to facilitate pick-up by the refurbishing company.

As you may observe these are matters of housekeeping and cleaning-up the current certificates to reflect the present day realities of the operation.

This letter is for your information. We wish to thank our abutting neighbours for their interest and support and as always we are willing to address any issues or answer any questions regarding this or any other aspect of our operations.

If you have any questions you may reach me, Brian Hinkley at 572-7500.

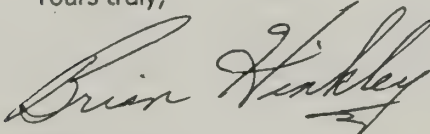
You may also send written comments to the attention of:

Director of Waste Approvals
Ministry of the Environment
2 St. Clair Avenue West
Toronto, Ontario M4V 1L5

You may read our application posted on the MOE Bulletin Board at: <http://204.40.253.254/envregistry/013134ei.htm>. If you would like additional information about Hotz Environmental Services Inc., please check in our web site at www.hotzenvironmental.com.

Once again, thank you for your continuing courtesy and interest.

Yours truly,



Brian Hinkley
Community Relations Consultant
Hotz Environmental Services Inc.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: April 18, 2000
File No. TEC-036-00 / Author: Various

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charlie Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: Routine Amendments to the City Traffic By-law 89-72
Transport and Environment Committee Meeting 2000 May 01
(PWT000095)

RECOMMENDATION:

That the requests for routine amendments listed herein be approved and that an appropriate by-law to amend the City Traffic By-law 89-72 be passed and enacted.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

Transition Board approval is not required.

BACKGROUND:

Staff has received several requests/petitions for routine changes to existing on-street parking regulations and/or intersection control on City streets. Staff has investigated and concurs with the following requests.

1. Ward 2

- (a) Christine Santos, 175 Picton Street East, has requested the implementation of a reserved "Permit Parking" regulation on the north side of Picton, directly in front of her father's home since he is disabled.

2. Ward 3

- (a) Nancy Bates, 44 East Avenue, has requested the implementation of a reserved "Permit Parking" regulation on the east side of East, directly in front of her home since she is disabled.

- (b) Dave Oddson, 27½ Shaw Street, has requested the implementation of a reserved "Permit Parking" regulation on the north side of Shaw, directly in front of his home since he is disabled.
- (c) Doug Doucette, 160 Avondale Avenue, has requested the implementation of two reserved "Permit Parking" regulations on each side of Avondale, since his wife and uncle are both disabled. Presently, there is an "Alternate Side Parking" regulation on Avondale. All four residents abutting the requested regulation have advised that they support the implementation of the subject regulations.
- (d) Ms. Diana Rychlik, 81 Case Street, has requested the implementation of a reserved "Permit Parking" regulation on the north side of Case, directly in front of her home since she is disabled.

3. Ward 6

- (a) Principal Nora-Lyn Veevers, Fernwood Public School, 780 Ninth Avenue, has requested that the existing "No Stopping" regulation on the south side of Ninth, west of Fernwood, be extended westerly to improve the visibility of children crossing at the intersection of Ninth and Fernwood.

4. Ward 7

- (a) Mr. Garreau, 116 East 23rd Street, has requested that the existing full-time "Wheelchair Loading Zone" be removed from the west side of East 23rd in front of his home since his mother has passed away.
- (b) Alderman Bill Kelly has advised of requests from area residents that all-way stop control be implemented at the "T" type intersections of Pinewarbler and Skylark and Jay and Skylark, to discourage motorists from "shortcutting" through the neighbourhood to access Limeridge Mall. Both of these intersections meet the criteria for all-way stop control.

MBH

MBH/kag

- RECOMMENDATION -

DATE: April 14, 2000
File No.: TEC-034-00 / Author: M. J. Preston

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charlie Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: Temporary Road Closures: Scouts
Canada/Guides Canada Parade (PWT00094)

RECOMMENDATION:

That the application of Scouts Canada/Guides Canada to temporarily close the following streets in the City of Hamilton:

Locke Street, from York Boulevard to Main Street
MacNab Street, from Main Street to Hunter Street
Jackson Street, from MacNab Street to City Hall parking lot,

on Saturday May 27, 2000, from 8:00 am to 12:00 noon, for the annual Scouts Canada/Guides Canada Parade, be approved, subject to the following conditions:

- i) That the prior approval of the Chief of Police or his designate be received, and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained;
- ii) That the applicant provide proof of \$2,000,000 public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;
- iii) That all barricading, detour signing and traffic control is subject to the direction of the Chief of Police or his designate;
- iv) That all barricading be supplied by the City of Hamilton, Department of Public Works & Traffic;
- v) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic, on the affected roadways, if deemed necessary by the Acting Commissioner of Public Works and Traffic;
- vi) That the applicant ensures those clean up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

- vii) That no property owner or resident within the barricaded area be denied access to their property upon request;
- viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Acting Commissioner of Public Works & Traffic.

Charles Luther

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Transition Board approval not required. The Regional Police Service will incur costs of \$4030. HSR will incur costs of \$550. The Department of Public Works and Traffic will incur costs of \$1150. These amounts will be drawn from the account for special events No. COHAM 55916-460005.

BACKGROUND:

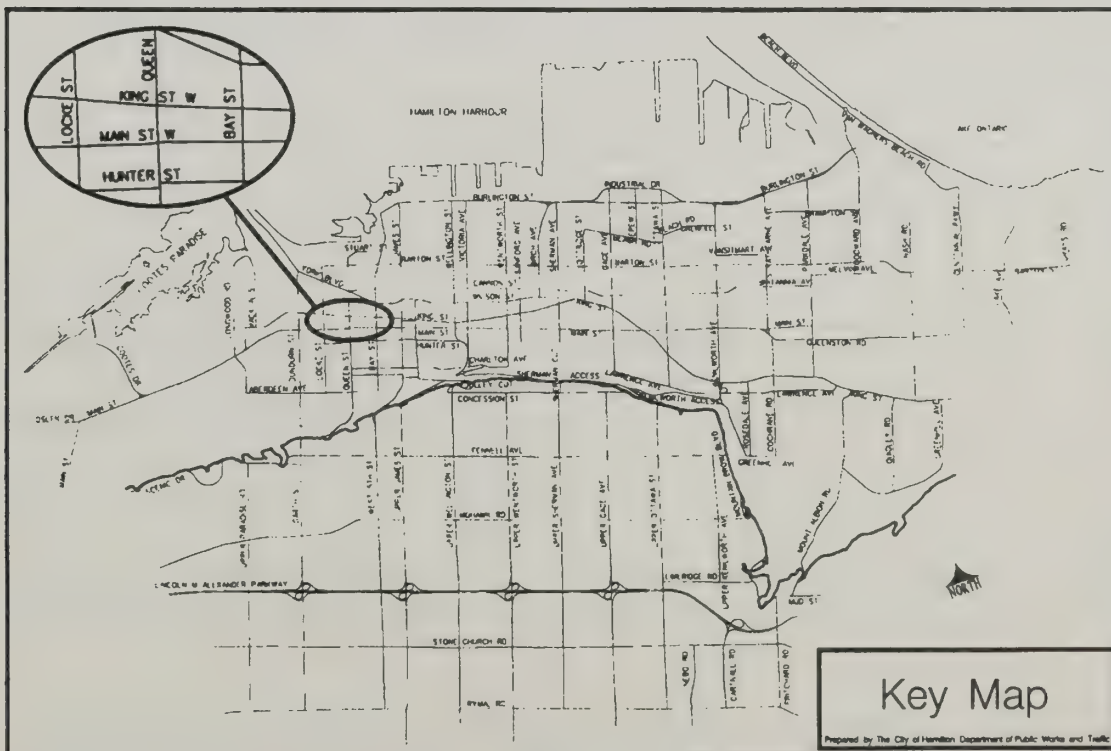
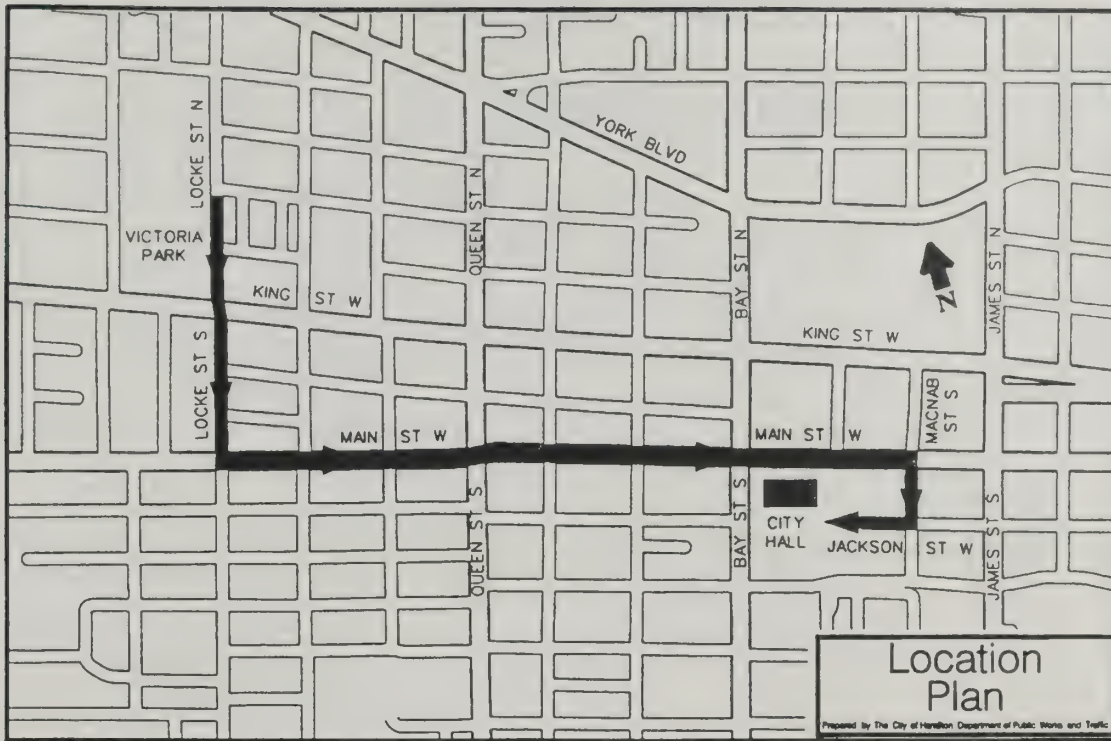
A request has been received from Scouts Canada/Guides Canada to hold their annual parade in downtown Hamilton on Saturday May 27, 2000 from 8:00 am to 12:00 noon. The route requires the full closure of Locke Street, from York Boulevard to Main Street, Main Street, from Queen Street to MacNab Street, MacNab Street, from Main Street to Hunter Street and Jackson Street from MacNab Street to City Hall parking lot where the parade will disperse (map attached). In conjunction with these closures, it will be necessary to temporarily close Main Street at the intersections of Pearl, Ray, Queen, Hess, Caroline and Bay as the parade passes those points. The Regional Police Service will allow intermittent openings in the parade when appropriate.

The Regional Police Service will incur costs of \$4030. to provide 25 Officers and 1 Civilian Radio Operator to ensure the event is properly controlled. HSR will require one additional information clerk and three supervisors for this event for a total cost of \$550. The Department of Public Works and Traffic will install "Temporary Road Closure" signs and install and remove "No Parking" signs at a cost of \$1150. These amounts will be drawn from the account for special events in the City No. COHAM 55916-460005.

The Scouts/Guides Canada parade is one of the oldest parades in North America and has the full support of the City of Hamilton. As the Regional Police Service will provide appropriate traffic control and as proper detour routes have been arranged, this Department supports the event.

MJP:str

cc: K. Nicol, H.S.R.
cc: G. Kirchknopf, Department of Public Works and Traffic
cc: P.C. D. Schwalm, Special Events Coordinator, Regional Police Service



CITY OF HAMILTON

- RECOMMENDATION -

DATE: April 4, 2000
File No. TEC-030-00 / Author: W. Young

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charlie Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: Appointment of Parking Control Officers (PWT00082)

RECOMMENDATION:

That, in accordance with Section 15(1) of the Police Services Act, 1990, the following persons be appointed as Parking Control Officers:

Barbara Maher
Diane Buist

Charles Guthro

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Transition Board approval is not required.

BACKGROUND:

The Parking Control Section provides parking enforcement around schools, which consists of routine patrols as well as responding and issuing tags on a complaint basis.

In order to improve safety around schools and accrue additional revenues, at no cost to the City, it is recommended that the School Crossing Supervisors also be appointed as Parking Control Officers, in accordance with Section 15(1) of the Police Services Act, 1990. The School Crossing Supervisors are frequently on-site addressing safety concerns and visiting school crossing guard locations, and will be empowered to also tag illegally parked vehicles, to further discourage illegal parkers creating safety hazards around schools.

WY
WY/str

CITY OF HAMILTON

- RECOMMENDATION -

DATE: March 14, 2000
File No. TEC-024-00 / Author: W. Young

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charlie Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: Appointment of Parking Control Officer (PWT00075)

RECOMMENDATION:

- (a) That, in accordance with Section 15(1) of the Police Services Act, 1990, the following person be appointed as a Parking Control Officer:

Juanita Flokstra

- (b) That the following appointments as Parking Control Officers be repealed:

Edward Brazier
John Harvey

Charles Guthro

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Transition Board approval is not required. There will be no change in the current staff complement of the Public Works and Traffic Department.

BACKGROUND:

Due to changes in personnel in the Community Traffic and Parking Services Division, it is necessary to revise the list of persons appointed as Parking Control Officers in accordance with Section 15(1) of the Police Services Act, 1990.

WY
WY/str

-RECOMMENDATION-

DATE: April 14, 2000
Author: R. Blanchard

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: C. Guthro, Acting Commissioner
Department of Public Works & Traffic

SUBJECT: **Appointment of Chief Weed Inspector and Municipal
Weed Inspectors in the City of Hamilton (PWT00092)**

RECOMMENDATION:

- a) That the Director of Legal Services be authorized to draft the appropriate by-law to permit the appointment of the Chief Weed Inspector to enforce The Weed Control Act in the City of Hamilton as follows:

C. Guthro, Acting Commissioner, Department of Public Works & Traffic

- b) That the Director of Legal Services be authorized to draft the appropriate by-law, appointing Municipal Weed Inspectors under The Weed Control Act, to permit the appointment of the following 21 inspectors:

R. Aldridge
P. Booker
J. Bovaird
R. Campanella
S. Capostagno
R. Del Conte
J. Dodman

A. Dore
R. Duckworth
R. Guenther
J. Holmes
H. Kerwin
C. Manning
P. McFarland

J. McShane
T. Perry
A. Polowy
S. Taylor
P. Tompkins
J. Turner
R. Yanke

- c) That By-Law 99-031 be repealed.

Charles Guthro

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A Transition Board approval is not required.

BACKGROUND:

To respond to complaints during the season, it is necessary to appoint a chief weed inspector and weed inspectors to enforce The Weed Control Act. The Provincial Government requires that the City of Hamilton Municipal Weed Inspectors be appointed on an annual basis.

/rb

c.c. R. Roszell, Director of Legal Services

- RECOMMENDATION -

DATE: April 7, 2000
Author: M. Demydchuk

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: C. Guthro, Acting Commissioner
Department of Public Works and Traffic

SUBJECT: Keep Hamilton Clean Committee – Appointment of Member (PWT00090)

RECOMMENDATION:

That the following citizen be appointed as a member of the Keep Hamilton Clean Committee with a term to expire on December 31, 2001:

John Nieminen

**FINANCIAL / STAFFING / LEGAL IMPLICATIONS:**

Transition Board approval is not required.

The staffing level to support this Committee is provided through two (2) volunteer members from the Public Works & Traffic Department and Community Services Division complement with no staff time costs attributable to this Committee.

BACKGROUND:

On April 5, 1995, the Transport and Environment Committee approved that the responsibilities for the Keep Hamilton Clean Committee be transferred from the Finance and Administration Committee to the Department of Public Works and Traffic and the Transport and Environment Committee.

The Committee is comprised of twelve citizen members appointed by the Transport and Environment Committee following the standard City Sub-Committee process.

On November 25, 1998, two members of the Keep Hamilton Clean Committee, along with a member of the Public Works staff, interviewed six applicants. Since all of the applicants were qualified, it was recommended that two of the applicants be chosen as "alternate" members.

At the Keep Hamilton Clean Committee meeting held on April 5, 2000, Richard Butson, whose term expires December 31, 2000, submitted his resignation due to personal obligations. It is recommended by the Committee that John Nieminen be appointed as a member of the Committee with his term to expire December 31, 2001.

cc: A. Leitch, General Manager, Transportation, Operations & Environment
cc: C. Touzel, Municipal Clerk's Department

CITY OF HAMILTON

-RECOMMENDATION-

DATE: April 14, 2000
Author: R. P. Meiers

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: C. Guthro, Acting Commissioner
Department of Public Works and Traffic

SUBJECT: 170 St. Andrews Drive
Damage to Garden Shed and Fence (PWT00091)

RECOMMENDATION:

- (a) That the Commissioner of Public Works and Traffic be authorized and directed to reconstruct the 3m x 3m garden shed and a portion of the board fence abutting the public walkway at 170 St. Andrews Drive.
- (b) That the cost of the work estimated at \$3,800 be funded from the 2000 Current Budget – Paths and Walkways – Account COHAM 55065 424005.

Charles Guthro

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above Recommendations.

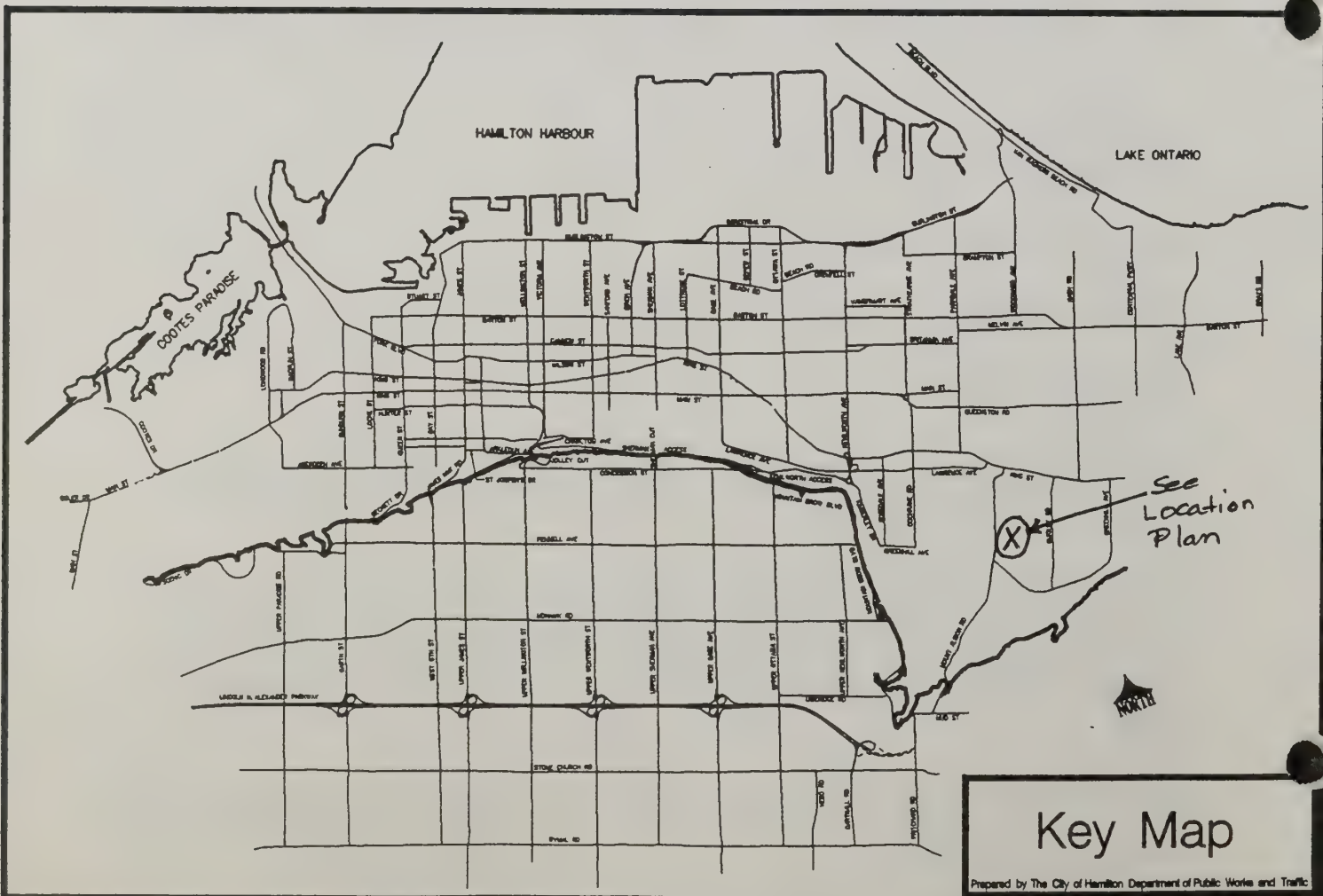
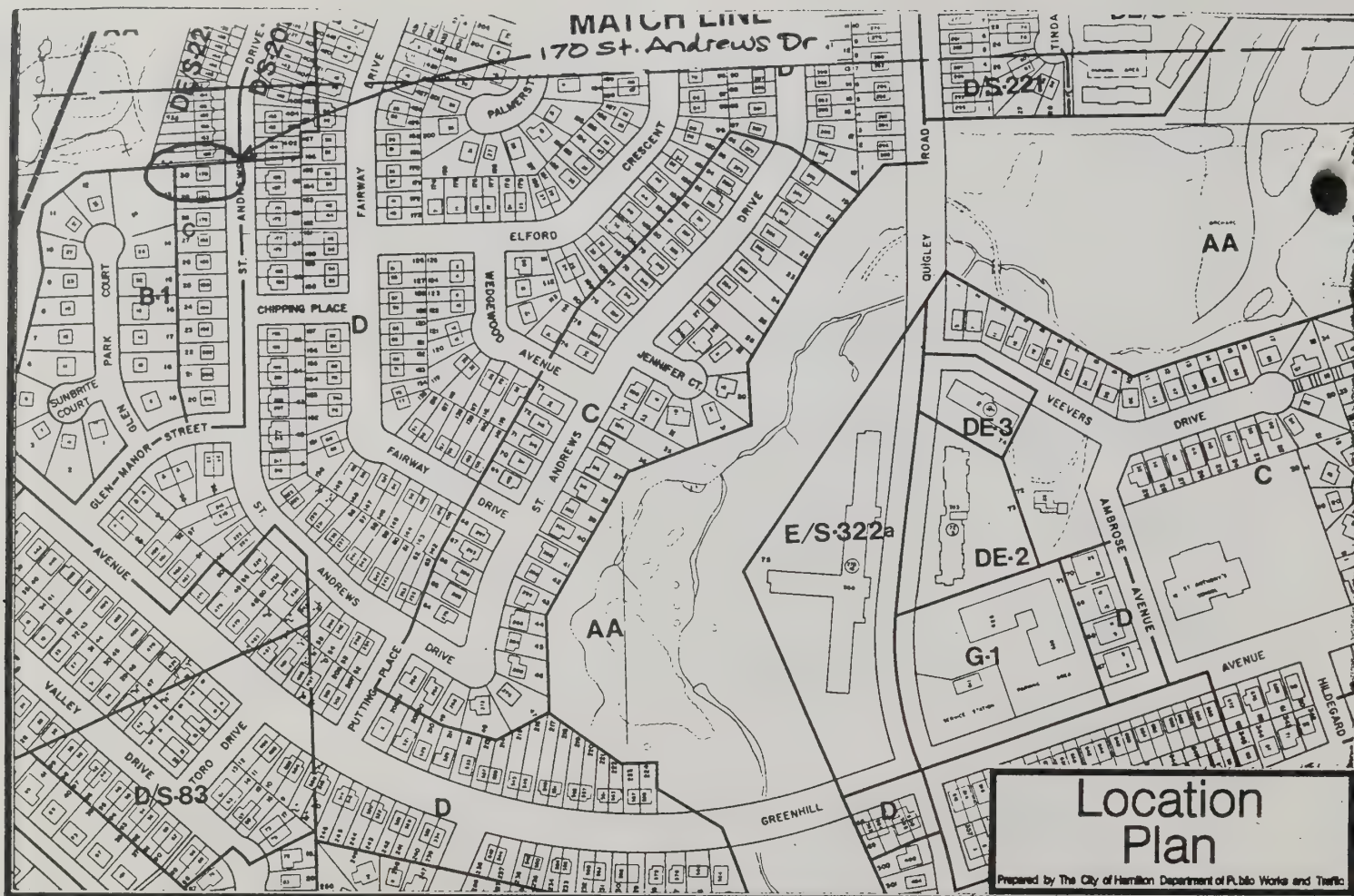
Transition Board approval is not required for this project.

BACKGROUND:

At the April 5, 2000 meeting of the Planning and Development Committee considering the closure of the public walkway abutting 170 St. Andrews Drive, staff was directed as follows:

"That Public Works Division staff prepare a report for the Transportation and Environment Committee which gives cost estimates and recommendations for repairs to property at 170 St. Andrews Drive as a result of the City's removal of a retaining wall abutting the walkway located between 166 and 170 St. Andrews Drive."

Staff has prepared an estimate to reconstruct the concrete slab and replace the garden shed reusing as much material from the existing shed and replace/repair three sections of the fence.



- INFORMATION -

DATE: April 3, 2000
File No. TEC-029-00 / Author: M. Hazell

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charles Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: Noise Issues in the Downtown Core (PWT00081)

BACKGROUND:

Transition Board approval is not required.

The Transport and Environment Committee, on February 21, 2000, approved the following:

"Staff was requested to bring a report back to the Committee which more systemically addresses noise issues in the downtown core, as well as other areas of the City".

Staff has reviewed this matter and has the following report:

In 1995, the Noise Control Section was merged with the Parking Control Section of Community Traffic and Parking Services for immediate cost savings in the order of \$12,000 with further cost savings and efficiencies anticipated through more effective utilization of staff and equipment.

A number of initiatives have taken place which allows the Noise Control staff to be more efficient and more effective such as:

- Noise Control staff are now authorized to issue parking infraction notices in the course of conducting their regular enforcement duties; and
- Noise Control staff are also enforcing the Streets By-law with respect to illegal signs on City and Regional road allowances; and
- Noise Control staff are also regularly investigating and laying charges with respect to mud tracking on public highways; and
- Noise Control staff also assist by acting as School Crossing Guards in an emergency, rather than requiring that we call the Regional Police Officers who usually have more pressing matters to attend to.

The "multi-tasking" of the Noise Control Section has obviously provided for a more effective and efficient enforcement unit, but during the Spring and Summer seasons, the main thrust of their efforts are towards noise enforcement. Barking dogs, outdoor patio cafes, festivals and McMaster Welcome Week are areas where particular attention is given, and Noise Control staff are scheduled to work evenings and overnight for most of the summer months and early September in order that they are on duty to respond to noise complaints from the general public and members of Council.

For some time, the Noise Control Section has consisted of the Chief Noise Control Officer and two By-law Services Officers. One of the By-law Services Officer positions is presently vacant due to an early retirement, but the City Council has approved filling this position with a contract employee. However, in an effort to lower the level of parking enforcement in the City, the City Council, on November 9, 1999, approved a recommendation to delete one Parking Control Officer position and replace it with an additional By-law Services Officer position. This recommendation was presented in an effort to be able to better respond to public and Council members' requests for enforcement of violations such as noise enforcement, mud tracking, streets by-law enforcement, dogs off of leashes in City parks, etc. Thus, when we are at a full staff complement, there will be an additional By-law Services Officer available to address noise complaints across the City and especially in the downtown.

The City Council has approved a number of initiatives to encourage new development and redevelopment in the downtown area such as the moratoriums on encroachment fees, parking requirements, etc. An argument could be made that proactive enforcement of the noise by-law in the downtown area would contradict such initiatives. Therefore, it has always been staff policy, and it is recommended that staff continue to enforce the noise by-law on a reactive, complaint basis only.

7/11/00

MBH/kag

Charles Guthrie

- INFORMATION -

DATE: April 3, 2000
File No. TEC-028-00 / Author: M. Hazell

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charles Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: Moratorium on Encroachment Fees in the Downtown Core
(PWT00080)

BACKGROUND:

Transition Board approval is not required.

The Transport and Environment Committee, on March 6, 2000, approved the following resolution:

- “(a) That the moratorium on encroachment fees in the downtown core which was previously approved for the period of January 1, 1998 to September 1, 1999, be extended to December 31, 2000; and
- (b) That the boundary of the downtown core for the exemption of encroachment fees for outdoor patio cafes be extended southerly to Herkimer Street and northerly to Burlington Street.”

The Committee also directed staff to “bring a report back to the committee on what financial effect the moratorium on encroachment fees for outdoor patio cafes would have if extended beyond the downtown core (eg. Ottawa Street, Concession Street).”

Presently, there are 37 outdoor patio cafes on City and Regional roads within the City boundaries. Thirty-four of these outdoor patio cafes fall within the expanded area of the moratorium (Herkimer, Queen, Burlington and Victoria). Of the 34 outdoor patio cafes in this area, 11 are on Regional roads (annual revenues would be approximately \$4,500) and 23 are on City road allowances (annual revenues would be approximately \$6,300).

Of the remaining three outdoor patio cafes on road allowance in the City, one is on a Regional road and the other two are on City streets. For the Regional road outdoor patio, the annual fee is \$185. For the two outdoor patio cafes on City road allowance, the annual fees are \$112.50.

SUBJECT:

Moratorium on Encroachment Fees
in the Downtown Core (PWT00080)

Page 2

In summary, expanding the boundaries of the moratorium on encroachment fees across the City would result in additional lost revenues to both the City and Region of only approximately \$300 annually.

MBH/kag

Charles Luthro

CITY OF HAMILTON**- INFORMATION -**

DATE: April 11, 2000
File No.: TEC-032-00 / Author: P. Buckle

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charles Guthro
Acting Commissioner of Public Works

SUBJECT: Reserved Parking Under The Private Property By-law
(PWT00084)

BACKGROUND:

This report does not require Transition Board approval.

At its meeting of April 03, 2000, the Transport and Environment Committee directed staff to provide an Information Report respecting signs which reserve parking for "Expectant Mothers and Parents with Infants".

Recently, the subject signs, which cite The City of Burlington By-law No. 71-1983, have been appearing on certain privately owned commercial properties in Burlington. As it turns out, By-law No. 71-1983 does **not** include a provision which specifically speaks to "Expectant Mothers" or "Parents with Infants", but rather sets out a general provision whereby the parking of any "motor vehicle" on private property is prohibited, except by authority of the property owner or, in some cases, the occupant of the property.

The subject By-law corresponds with Hamilton's "Private Property" By-law, being The City of Hamilton By-law No. 89-75. Both By-laws were enacted pursuant to the provisions of the Municipal Act, and both cede full authority to the property owner to authorize, or not authorize, parking by any person on their property. In accordance with the Act, neither By-law imposes a limitation on the property owner's right to regulate parking on their property and, therefore, the property owner is entitled to reserved a portion of their property for use by a specific person or group of persons, should they choose to do so.


When providing enforcement under the Private Property By-law, Police and Parking Control Officers need only satisfy themselves as to the following:

- (a) that the complainant is the owner or occupant of the property, or is a person authorized, in writing, by the owner to act on their behalf;
- (b) that the property is suitably signed in compliance with the By-law; and
- (c) that the person having care and control of the subject motor vehicle has not been authorized by the property owner to park on the property.

In cases where a parking space is reserved, "suitably signed" means that the reserved area has been clearly defined and that "Reserved Parking" signs, approved by the Commissioner under the By-law, have been appropriately posted. Given that the aforesaid conditions are satisfied, and provided that the Police Officer or Parking Control Officer has received a written complaint from the property owner respecting the subject vehicle, there is no reason why enforcement can not proceed. The rationale behind a property owner's regulation is, essentially, moot.

It should be noted, however, that should a property owner require enforcement under the Private Property By-law, with respect to a parking regulation which they have implemented on their property, the burden of proof, in Court, that a defendant failed to adhere to the regulation, will rest entirely with the property owner. In this particular case, the property owner will have to satisfy the Court that he or she knew that, at the time of the alleged offense, the defendant was neither an expectant mother nor a parent with an infant. Establishing the former condition of the offence, in the case of a female defendant of child bearing years, will likely prove to be extremely difficult, unless the property owner happens to be the defendant's personal physician. For this reason more than any other, it is the opinion of staff that while the signs in question constitute a fine public relations strategy, as a parking regulation, they leave a great deal to be desired.

In summary, our concerns respecting this application of the By-law notwithstanding, the option for any property owner to reserve parking on their property for any person or group of persons already exists under current statute. Further, it is our understanding that the owner of 2255 Barton Street East has, in fact, posted signs of a similar nature.

CVB/MBH 

- INFORMATION -

DATE: April 18, 2000
File No. TEC-035-00 / Author: J. R. Walshaw

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: A. F. Leitch, General Manager
Transportation, Operations and Environment

SUBJECT: Tender for Supply of Traffic Paint (TOE00007)

BACKGROUND:

The tender for the supply and delivery of traffic paint in 2000 was advertised and suppliers were invited to submit bids (Tender C11-1000). Six suppliers were notified, two picked up contract documents, but only one bid was received, from Ibis Products Ltd.

The tender closed on 2000 March 31. Normally the tender would be called much earlier, but was delayed until after the results of the pavement marking contracting tender were known.

The tendered prices result in an order valued at approximately \$200,000, for which Council approval must be obtained. However, Council was not scheduled to meet until May 9, which is later than our normal program start time. Therefore, under the "time-sensitive" provisions of the purchasing policy, the tender award to Ibis Product was authorized by the City Manager and Mayor Morrow.


A.F. Leitch, P.Eng.

JRW/str



MINUTES

CITY OF HAMILTON Community Safety Zones Sub-Committee

Monday, March 20, 2000

9:30 a.m.

Room 233, Hamilton City Hall
71 Main Street West, Hamilton

Present: Aldermen C. Collins, F. D'Amico, M. Kiss, D. Wilson

Also Present: C. Guthro, M. Hazell, S. Hayward, C. Biggs

Regrets: Alderman T. Jackson – City Business

Alderman C. Collins called the meeting to order.

Marty Hazell, Manager of Community Traffic and Parking Services, distributed background information on Community Safety Zones (CSZ) and briefly outlined what they are. Mr. Hazell reported that according to 1995 figures, the cost of implementing lower speed zones in the vicinity of 118 schools in the City at \$16,800 per street, would total approximately \$4.6m, and \$400,000 per year for maintenance. The Sub-Committee requested information on lower speed limits as opposed to CSZ's.

Staff was requested to investigate the possibility of implementing photo radar in CSZ's, and requesting that the Province use Hamilton as a test area. Staff was also requested to bring information on how this matter is addressed from other municipalities and what options are available, with the associated costs of implementing the same.

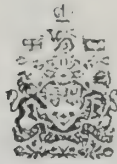
The Sub-Committee members put forth some ideas which would bring a higher profile to safety around schools, e.g., Community Safety Zone Week during the first week when children return to school in September, possibly involving the Parent/Teacher Councils at schools, inclusion of information on CSZ's in the "Kidestrian" brochures and materials.

The Sub-Committee agreed that invitations should be extended to the School Boards to send representatives to a future meeting of the Community Safety Zones Sub-Committee, as well as to Officer Paul Dempsey of the Hamilton-Wentworth Regional Police Service.

There being no further discussion, the Sub-Committee adjourned.

Carolyn Biggs
Legislative Assistant
March 20, 2000

Minister of the Environment



Ministre de l'Environnement

Ottawa, Canada K1A 0H3

APR 18 2000

To C.C. members
+ clerk

MAR 30 2000

1070000

His Worship Mayor Robert M. Morrow
City of Hamilton
City Hall
71 Main Street West
Hamilton ON L8P 4Y5

- Copy to Jim B.
- L. Covey
- T. Agnew
- C. Bigger

Dear Mayor Morrow:

Thank you for your letter of January 28, conveying the City of Hamilton's concerns with regard to the activities of the St. Lawrence and Hudson Railway's Aberdeen Yard.

I am pleased to respond to your City Council's request for an environmental assessment for this project. With respect to the broader issues of regulations and policy relevant to rail operations, I will defer to my colleague, the Honourable David Collenette, Minister of Transport, to whom I have sent a copy of our correspondence.

Under the *Canadian Environmental Assessment Act*, federal authorities are required to conduct an assessment of activities that constitute "projects" as defined in the *Canadian Environmental Assessment Act*, in which there is some exercise of federal decision-making authority. In the case of the Aberdeen Yard, there is no project-specific exercise of federal authority because the activities of the St. Lawrence and Hudson Railway are considered by Transport Canada to be within the scope of rail operations that are permitted under subsection 95(1) of the *Canada Transportation Act*.

- 2 -

Based on available information, there is no federal decision being made under either the *Canada Transportation Act* or the *Railway Safety Act* in respect of this project, and no trigger under the *Canadian Environmental Assessment Act*.

For your convenience, I have enclosed the names of contacts at the Canadian Transportation Agency and Transport Canada, who would be pleased to answer questions that your staff may have regarding the administration of their respective Acts in relation to the project. I appreciate your interest in this issue, and trust that my comments are helpful.

Yours sincerely,

A handwritten signature in black ink that reads "David Anderson". The signature is fluid and cursive, with a long horizontal stroke extending from the end of the name.

David Anderson, P.C., M.P.

Enclosure

c.c.: The Honourable David Collenette, P.C., M.P.

For information on the *Canada Transportation Act*, please contact:

Mr. Ian Spear
Director, Rail Infrastructure
Canadian Transportation Agency
Jules Léger Building, Room 1913
Terrasses de la Chaudière
15 Eddy Street
Hull QC K1A 0N9

Tel: (819) 953-0327

Fax: (819) 953-8353

For information on the *Railway Safety Act*, please contact:

Ms. Linda Hoffman
Regional Director
Transport Canada Surface, Ontario
600 - 200 Toronto Street
Toronto ON M5C 2B8

Tel: (416) 973-9810

Fax: (416) 973-9907

Ministry
of the
Environment

Minister

135 St. Clair Avenue West
Suite 100
Toronto ON M4V 1P5
www.ene.gov.on.ca

Ministère
de
l'Environnement

Ministre

135, avenue St. Clair ouest
Bureau 100
Toronto ON M4V 1P5
www.ene.gov.on.ca



Copy to
C.B. 1995
Copy to
Council Folder

APR 12 2000

File Number 66960

APR 20 2000

✓04/20

Mayor Robert M. Morrow
City of Hamilton
71 Main Street West
Hamilton, Ontario
L8P 4Y5

C to clear + start
H.C.C. memo

Dear Mayor Morrow:

Thank you for your letter of January 28, 2000, to the former Minister of the Environment, the Honourable Tony Clement, regarding the expansion of Canadian Pacific Rail (CP Rail) at Highway 403, Longwood Road South and Aberdeen Avenue in the City of Hamilton.

In regards to the Council of the City of Hamilton's request for a full provincial environmental assessment, the proposed expansion is not subject to the *Environmental Assessment Act* as CP Rail is a federal corporation. At this time, there are no other provincial environmental policies, statutes, guidelines or regulations that are applicable to railway lands. I understand that you have copied the federal Minister of the Environment, the Honourable David Anderson, on your request for a full federal environmental assessment. I trust that he will be responding to you directly.

Thank you again for writing and sharing your concerns regarding the expansion of CP Rail at Highway 403, Longwood Road South and Aberdeen Avenue in the City of Hamilton.

Sincerely,

Dan Newman

Dan Newman
Minister

c: The Honourable David Anderson, P.C., M.P., Minister of the Environment



*CP Rail
Pwr'l*

January 28, 2000

The Honourable Tony Clement, M.P.P.
Minister of the Environment
135 St. Clair Avenue West
12th Floor
Toronto, Ontario
M4V 1P5

Dear Mr. Minister:

Please be advised that City Council, at its meeting held on Tuesday, January 25, 2000, approved Section 1 of Report 02-00 of the Transport and Environment Committee, as follows:

1. **Proposed Expansion of Canadian Pacific Railway Operations – Longwood Road South and Aberdeen Avenue, Hamilton**
 - (a) That the Council of the City of Hamilton request the Provincial and Federal Ministries of the Environment to conduct full Environmental Assessments and also government enquiries under all Provincial and Federal Legislation with respect to the proposed expansion of the Canadian Pacific Railway (St. Lawrence Hudson Railway) operations in the area of Highway 403, Longwood Road South and Aberdeen Avenue in order to ensure safety from potential negative impacts of any kind to persons or properties or any adverse environmental impacts on any kind that this operation may have on communities and neighbourhoods in the City of Hamilton; and,
 - (b) That the Council of the City of Hamilton request that the Province of Ontario and the Government of Canada advise of any and all policies, statutes, guidelines and regulations which would come to bear on the use of railway lands within municipalities; and,



- (c) That the City of Hamilton indicate to the Government of Canada that the Province of Ontario and the operators and owners of Railways of their strong desire to work with the owners of these lands to find and agree to practices consistent with requirements that would normally apply in a municipality; and,
- (d) That the Federation of Canadian Municipalities be requested to facilitate a process to find practices in which railway lands are dealt with in a manner consistent with the requirements that would normally apply in a municipality; and,
- (e) That staff be requested to provide information to be presented to the next meeting of the Big City Mayors Conference in Montreal; and,
- (f) That this recommendation be forwarded to the area M.P.'s and M.P.P.'s.

The City trusts that this matter is given every consideration, and I look forward to hearing from you in this regard.

Yours truly,



Robert M. Morrow
Mayor
City of Hamilton

c.c. The Honourable David Anderson, P.C., M.P., Minister of Environment
The Honourable Sheila Copps, P.C., M.P., Minister of Canadian Heritage
Stan Keyes, M.P., Hamilton West
Elizabeth Phinney, M.P., Hamilton Mountain
John Bryden, M.P., Hamilton-Wentworth
Tony Valeri, M.P., Stoney Creek
Dominic Agostino, M.P.P., Hamilton East
David Christopherson, M.P.P., Hamilton West
Dr. Marie Bountrogianni, M.P.P., Hamilton Mountain
Brad Clark, M.P.P., Stoney Creek
A. F. Leitch, General Manager, Transportation, Operations and Environment
Regional Municipality of Hamilton-Wentworth

MAY 19 2000

GOVERNMENT DOCUMENTS

NOTICE OF SPECIAL

The Urban Municipal Collection
2nd Floor
Hamilton Public Library

TRANSPORT AND ENVIRONMENT COMMITTEE

Tuesday, May 9, 2000
6:00 p.m.

Council Chambers, Hamilton City Hall

- SUBJECT:**
- (a) Proposed Alteration of Ferguson Avenue North, King William Street to Wilson Street
 - (b) Temporary Road Closures: Hess Street South, King Street to Main Street

Issued by
Municipal Clerk's Office
May 3, 2000

MAY 19 2000

GOVERNMENT DOCUMENTS



AGENDA

CITY OF HAMILTON TRANSPORT AND ENVIRONMENT COMMITTEE

Tuesday, May 9, 2000
6:00 p.m.
Council Chambers, Hamilton City Hall
71 Main Street West, Hamilton

Carolyn Biggs
Legislative Assistant

CALL TO ORDER

1. DECLARATIONS OF INTEREST

2. Proposed Alteration of Ferguson Avenue North, between King William Street and Wilson Street (PWT00089)

Note: The Transport and Environment Committee, at its meeting on Monday, May 1, 2000, tabled the above report.

3. Temporary Road Closures: Hess Street South, between King Street and Main Street (PWT00093)

Note: The Transport and Environment Committee, at its meeting on Monday, May 1, 2000, tabled the above report.

4. ADJOURNMENT

Ken Roberts
Chief Executive Officer
Hamilton Public Library

CITY OF HAMILTON
- RECOMMENDATION -

DATE: April 13, 2000
Author: R. P. Meiers

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: C. Guthro, Acting Commissioner
Department of Public Works & Traffic

SUBJECT: Proposed Alteration of Ferguson Avenue North
between King William and Wilson Streets
(PWT00089)

RECOMMENDATION:

That City Council enact the attached By-law to alter the roadway of Ferguson Avenue North between King William Street and Wilson Street by narrowing the pavement from the existing width which varies from 13.7m to 14.7m to a width varying from 8.5m to 12.7m.

Charles Guthro

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Transition Board approval is not required.

BACKGROUND:

The proposed alteration of Ferguson Avenue was approved by City Council on March 14, 2000, in adopting Item 4 of the 05-00 Report of the Transport and Environment Committee. The proposed alteration has been advertised for four consecutive weeks in The Spectator as required by Section 300 of The Municipal Act.

RPM
RPM/rb
attach.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 00-

TO ALTER FERGUSON AVENUE NORTH BETWEEN KING WILLIAM STREET AND WILSON STREET BY NARROWING THE PAVEMENT

WHEREAS the Council of the Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close or sell any highway or part of a highway;

AND WHEREAS the portion of highway known as Ferguson Avenue North is a local road under the jurisdiction of The Corporation of the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 4 of the 05-00 Report of the Transport and Environment Committee on March 14, 2000, authorized that steps be taken in accordance with the Municipal Act to advertise Notice of the City's intention to alter Ferguson Avenue North as hereinafter described;

AND WHEREAS Notice of the City's intention to pass this By-law to authorize the said alteration has been published as required by Section 300 of the Municipal Act for four (4) consecutive weeks in The Spectator, a newspaper having general circulation of the City of Hamilton:

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard no matter whether in objection to or in support of this By-law;

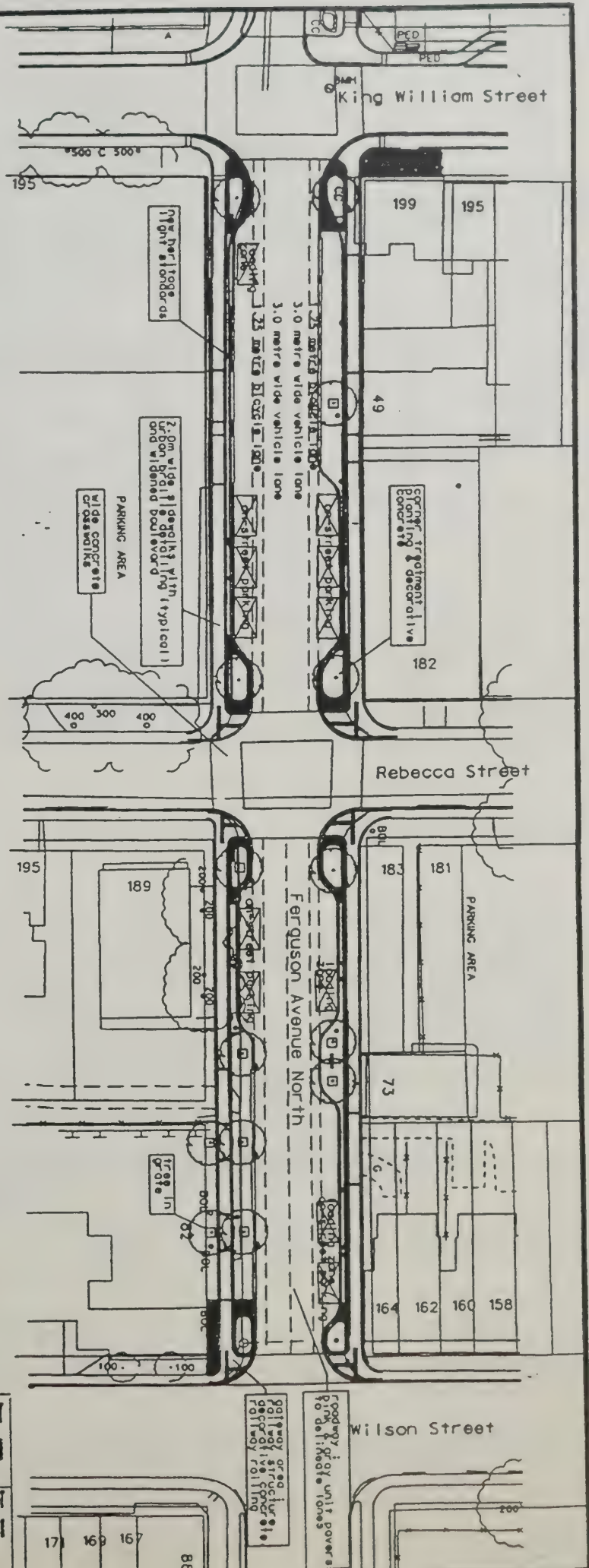
NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the alterations be approved and carried out to Ferguson Avenue North between King William Street and Wilson Street, for the purpose of narrowing the travelled portion of the said street from the existing width which varies from 13.7m to 14.7m to a width varying from 8.5m to 12.7m as illustrated in Schedule "A" attached hereto.
2. That the Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the said works.

PASSED this day of , 2000.

MUNICIPAL CLERK

MAYOR



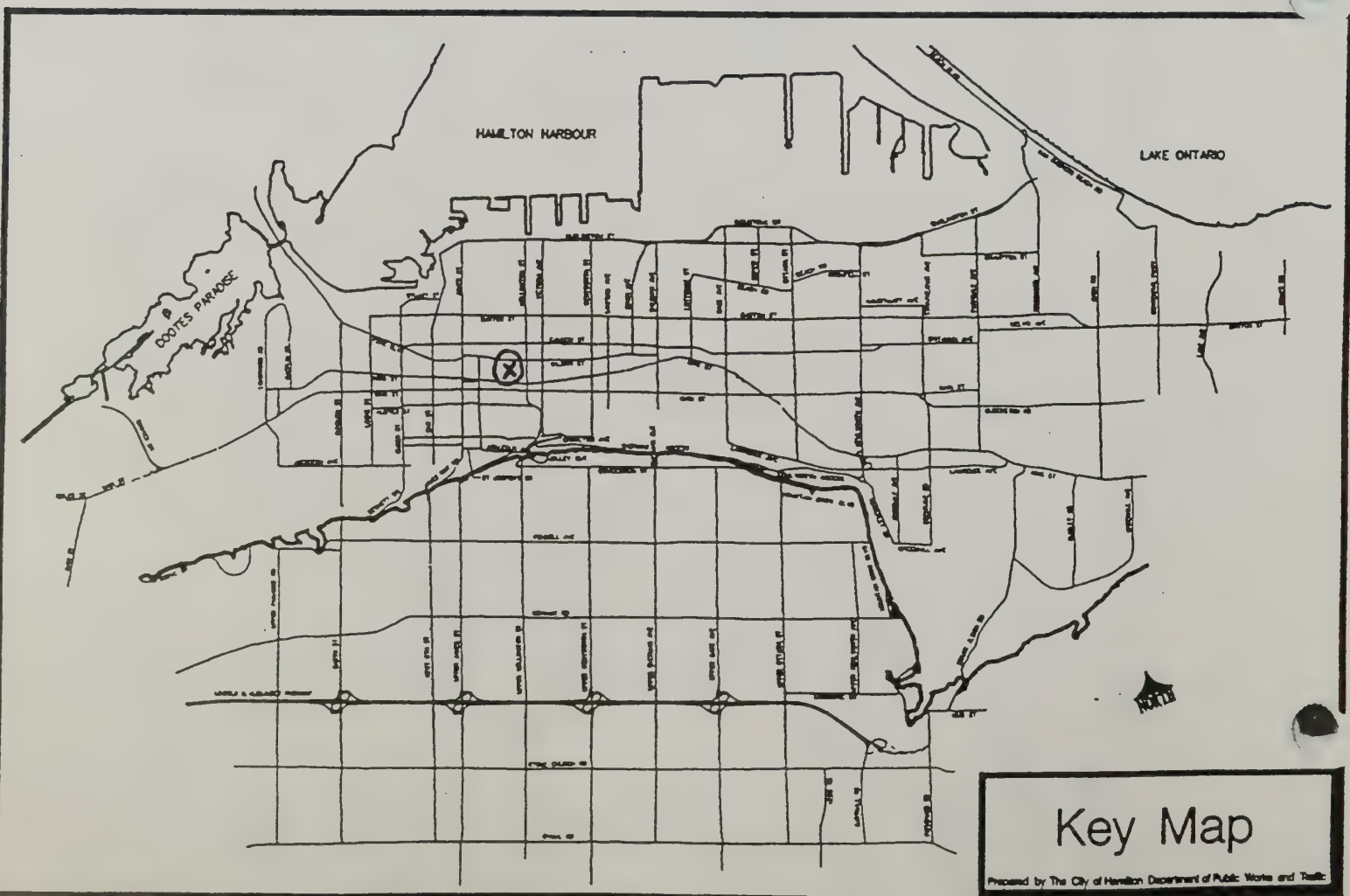
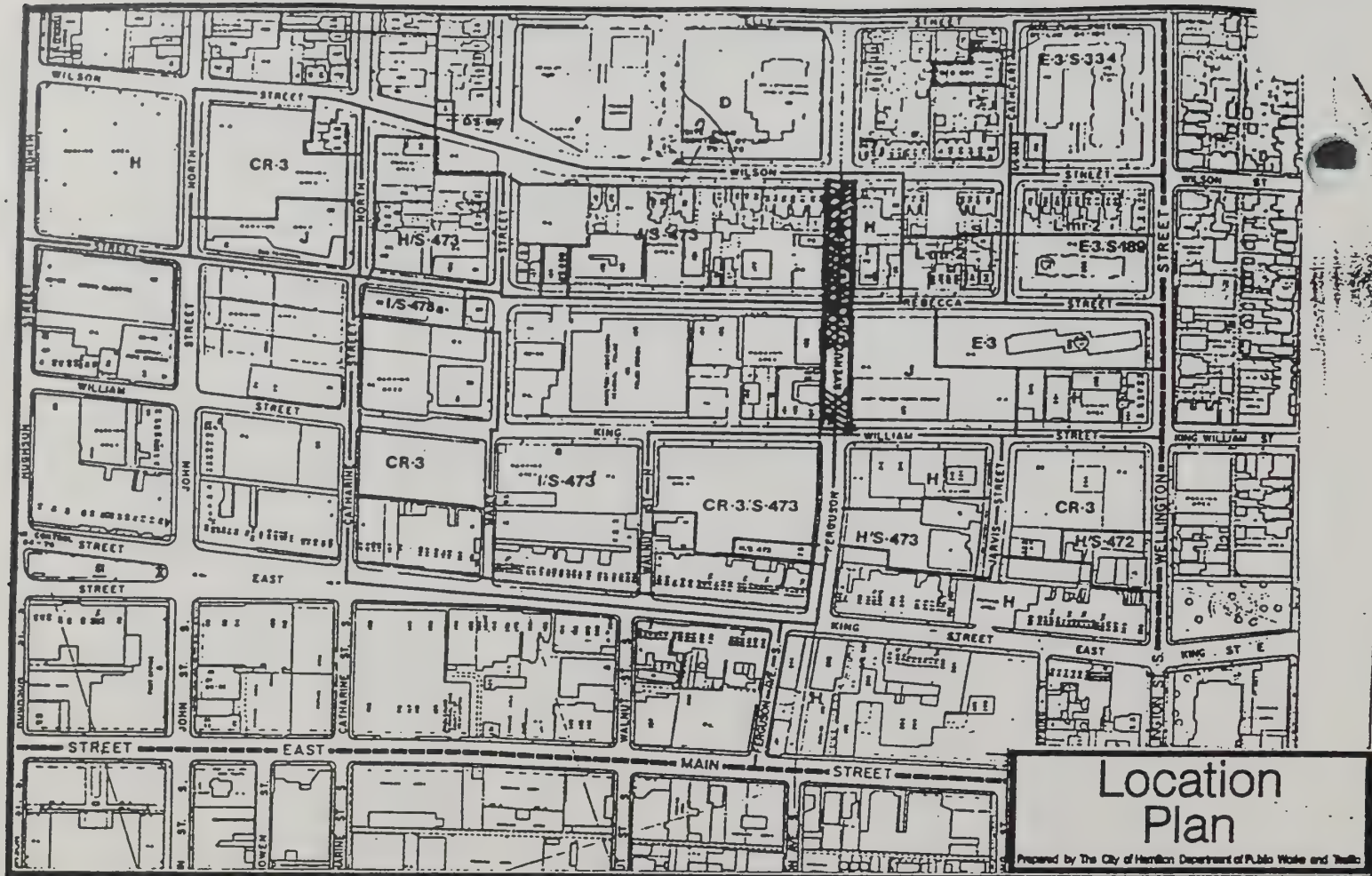
Ferguson Avenue Revitalization King William Street to Wilson Street

Preliminary Streetscape Concept

City of
HAMILTON

Ferguson Avenue
Revitalization
Phase 4

Streetscape
Concept



CITY OF HAMILTON
- RECOMMENDATION -

DATE: April 14, 2000
File No.: TEC-033-00 / Author: M.J. Preston

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charles Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: Temporary Road Closures: Hess Street South between King Street and Main Street (PWT00093)

RECOMMENDATION:

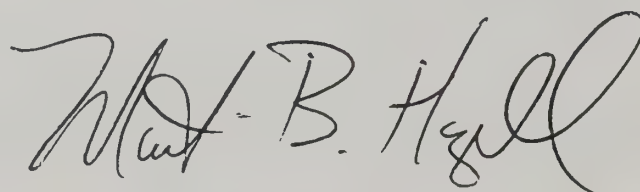
That the application of the Hess Village Performing Arts Association to temporarily close Hess Street between King Street and Main Street every weekend from 5:30 p.m. on the Friday until 3:00 a.m. on the following Monday, beginning June 16, 2000 for 10 consecutive weeks ending August 14, 2000, to hold a street festival, be approved, subject to the following conditions:

- a) That the prior approval of the Chief of Police or his designate be received, and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained; and
- b) That the applicant provide proof of \$5,000,000 public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and
- c) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate; and
- d) That all barricading be supplied by and at the expense of the applicant; and
- e) That "Temporary Road Closure" signs be installed, in advance, on the affected roadways, if deemed necessary by the Acting Commissioner of Public Works and Traffic at the expense of the applicant; and
- f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City at the expense of the event organizer; and
- g) That no property owner, resident or customer within the barricaded area be denied access to their property upon request; and

SUBJECT: Temporary Road Closures: Hess Street South between
King Street and Main Street (PWT00093)

Page 2

- h) That all property owners and tenants within the closure area be notified of the event by the applicant, prior to the event, in a form acceptable to the Acting Commissioner of Public Works & Traffic; and
- i) That the AGCO be advised that the City of Hamilton is aware of the application of the Gown and Gavel for a temporary extension of its liquor licence to serve alcohol on the road allowance of Hess Street for 10 consecutive Fridays beginning June 16, 2000 at 7:30 pm to 12:00 midnight and 10 consecutive Saturdays beginning June 17, 2000 from 7:30 pm to 12:00 midnight and 10 consecutive Sundays beginning June 18, from 4:00 pm to 10:00 pm and the City has no objection to the AGCO issuance of the appropriate liquor licence for this event; and
- j) That the applicant be granted an exemption from the City of Hamilton's Noise By-law No. 79-292 to allow music to be played until midnight every Friday and Saturday of the festival and that a Noise Control Officer monitor the event and be in attendance if necessary, at the expense of the applicant.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Transition Board approval is not required.

BACKGROUND:

An application has been received from the Hess Village Performing Arts Association to temporarily close Hess Street between King Street and Main Street (map attached), for 10 consecutive weekends beginning Friday, June 16, 2000 at 5:30 p.m. to hold a street festival.

On Fridays, the roads would be closed at 5:30 p.m. for stage set up and the entertainment would begin at 7:30 pm. The stage would be set up on Hess, north of George and the sound control booth would be located in the intersection of Hess and George. The music would continue until 12:00 midnight and the applicant has requested an exemption from the City's Noise By-law to allow this. A Noise Control Officer will monitor the festival and be in attendance if necessary, at the expense of the event organizer. Alcohol would be served on the road allowance until 12:00 midnight and an extension to the appropriate licences will be required.

SUBJECT: Temporary Road Closures: Hess Street South between King Street and Main Street (PWT00093) Page 3

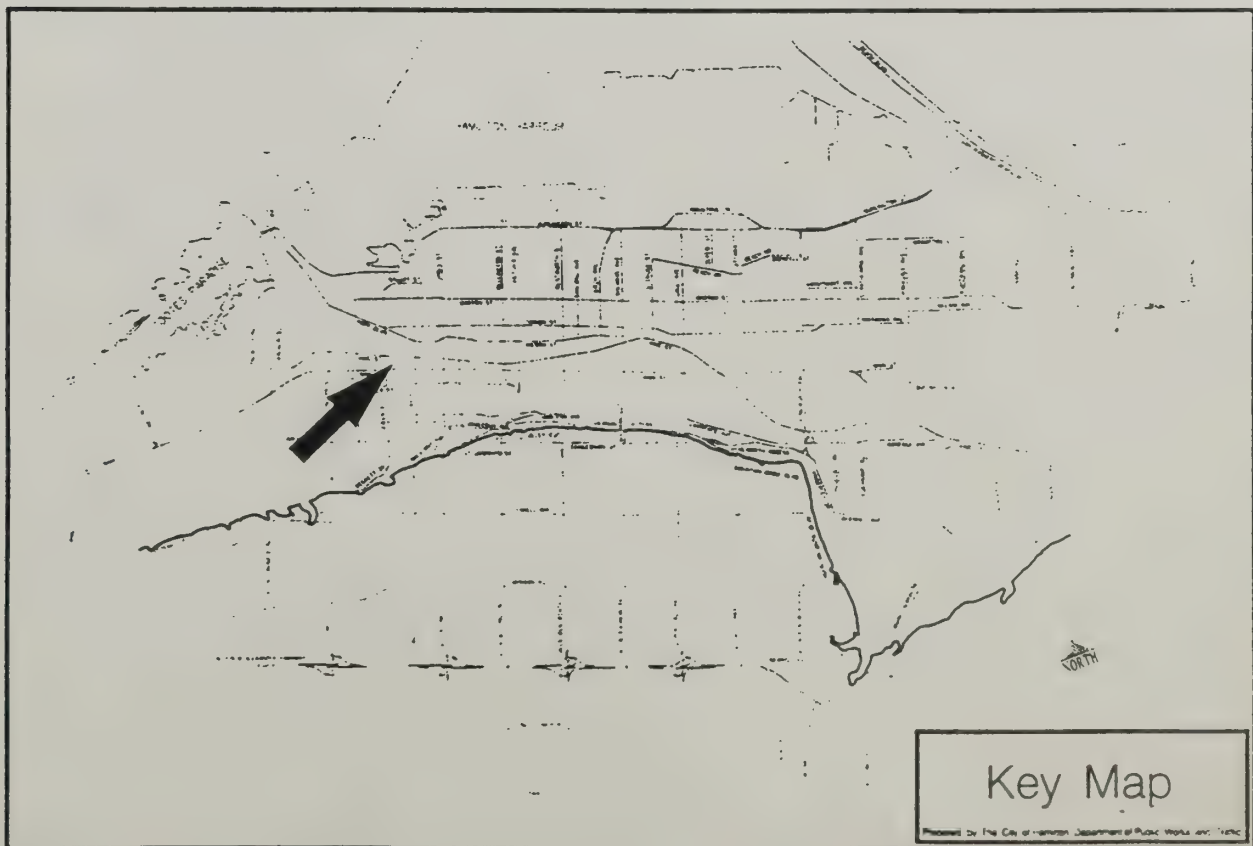
Entertainment will consist of a variety of musical styles, including Rock and Roll, New Country, Celtic and Latino. The organizer anticipates attendance to exceed 300,000 people by the end of the 10 weekends.

Regional Police Services will be in attendance throughout the event to provide crowd control at the expense of the applicant. The Department of Public Works & Traffic will post "Temporary Road Closure" signs to inform the public of the closures, also at the expense of the applicant.

As this event is being held to showcase the reconstruction of the Hess Village area, and as the Regional Police Service will be in attendance to provide for the safety of the public, this Department supports the event.

MJP *CVB*
MJP/ CVB/str

Cc: G. Kirchknopf, Public Works and Traffic
Cc: P.C. D. Schwalm, Police Service
Cc: R. Fair, Culture and Recreation
CC: F. Westaway, Noise Control



CAY ON HBL AOS
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2000



The Urban Municipal Collection
2nd Floor
Hamilton Public Library

NOTI SPECIAL MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Tuesday, May 30, 2000

11:00 a.m.

Room 219, Hamilton City Hall

SUBJECT: Special Event Parking in the Vicinity
of Bayfront Park

URBAN MUNICIPAL

MAY 31 2000

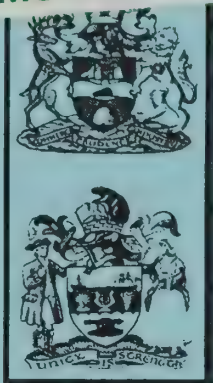
GOVERNMENT DOCUMENTS

Issued by
Municipal Clerk's Office
May 25, 2000

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2000

The Urban Municipal Collection
2nd Floor
Hamilton Public Library

**URBAN
MUNICIPAL**



AGENDA

CITY OF HAMILTON TRANSPORT AND ENVIRONMENT COMMITTEE

**Tuesday, May 30, 2000
11:00 a.m.
Room 233, Hamilton City Hall
71 Main Street West, Hamilton**

**Carolyn Biggs
Legislative Assistant**

CALL TO ORDER

- 1. DECLARATIONS OF INTEREST**
- 2. Special Event Parking in the Vicinity of Bayfront Park (PWT00105)**
- 3. Stop Control at Skylark Drive and Hummingbird Lane – Traffic By-law 89-72 (PWT00111)**
- 4. ADJOURNMENT**

CITY OF HAMILTON

2.

- RECOMMENDATION -

DATE: May 15, 2000
File No. TEC-041-00 / Author: M. Hazell

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charles Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: Special Event Parking in the vicinity of Bayfront Park (PWT00105)

RECOMMENDATION:

That the following parking plan be adopted for local residential streets during major special events at Bayfront Park:

- (a) That the boundaries for the "Special Event Parking Plan" be defined as shown on Appendix "A" attached to this report; and
- (b) That "permit parking" restrictions be in effect where parking is allowed on local residential streets within the defined boundaries during major special events at Bayfront Park through the erection of permanent "flip down" signs;
- (c) That the "Special Event Parking Plan" be used for major special events at Bayfront Park, as authorized by the Mayor, Chairman of the Transport and Environment Committee, the two Ward Aldermen and the Chief of Police; and
- (d) That "special event parking permits" be issued to area residents and visitors in accordance with the following criteria:
 - any resident displaying a valid time limit exemption or reserved parking permit for permanently signed streets will not be required to obtain a "special event parking permit"; and
 - "special event parking permits" may be obtained, at no charge, at the Community Traffic and Parking Services Division at City Hall, at the Parks Development Division at 125 Barton Street West, or at the Parking Services office on Summers Lane and permits will be issued only to vehicles registered to persons residing in this defined area; and

- additional permits for visitors may be obtained by completing an application form at any of the locations where permits are issued. A maximum of two visitor permits will be issued per household, and applicants will be required to provide the visitors' license plate numbers, make of the vehicles and the address of the property they will be visiting; and
 - "special event parking permits" will not be issued to businesses and/or their employees, except under unique circumstances. Concerns about parking by area businesses will be addressed on an individual basis by Community Traffic and Parking Services, in consultation with the Ward Aldermen. In all cases, every effort will be made to find alternate parking arrangements; and
 - all "special event parking permits" issued to local residents will be on an annual basis. Staff will develop a data base in order to facilitate the issuance of permits in future years; and
 - commercial vehicles and heavy vehicles will not be eligible for permits as parking is prohibited by these classes of vehicles on local residential streets under general provisions of the City and Regional Traffic By-laws (Note: deliveries will not be affected).
- (e) Permanent "flip down" signs will be placed at each entrance to the defined area. The manufacturing and erecting of which are to be paid for by the event organizers; and
- (f) All special event parking signs will be displayed at least 12 hours prior to the scheduled start of a major special event at Bayfront Park in order to allow motorists to either obtain a permit (if they have not already done so) or to make alternate parking arrangements; and
- (g) Parking Control Officers will be assigned to patrol the area during major special events at Bayfront Park in order to provide strict enforcement and public relations to motorists as required; and
- (h) Staff, in consultation with both of the Ward Aldermen, will regularly communicate and, if necessary, report back with recommendations for "fine tuning" the "Special Event Parking Plan" for future years; and
- (i) That the City Traffic By-law 89-72 be amended accordingly.

Charles Guthrie

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Transition Board approval is not required.

All costs associated with manufacturing, erecting and maintaining the required "special event permit parking" signs will be paid for by the event organizers. The permanent "flip down" type of sign will require an initial expenditure of approximately \$5,000 for manufacturing and erecting these permanent signs. However, for all future years, the costs to event organizers will be minimized to include only the cost of the labour to unlock the "flip down" type of signing.

BACKGROUND:

For many years, parking enforcement was not provided in the immediate vicinities of major special events such as Aquafest, Earthsong, Festival of Friends and Tiger-Cat Football games despite concerns and requests for enforcement from area residents on a regular and continual basis. This practice evolved as a result of concerns by various members of Council about tagging out-of-town motorists and patrons of these special events. However, in recent years, the City Council has allowed enforcement in these areas, but only for safety related violations or on a complaint basis and officers are instructed to use as much discretion/leniency as possible.

Due to serious concerns by local area residents about the lack of available on-street parking during major special events at Bayfront Park, the City Council has authorized, for the past two seasons, temporarily designating all of the local residential streets bounded by James, Burlington, Bay and Barton as "permit parking" and issuing permits only to local residents, along with direction for appropriate enforcement action by the Hamilton-Wentworth Regional Police and by City staff.

While the temporary "permit parking" restrictions eased the residents parking problems to some degree, there were still concerns by residents and staff alike about such issues as the defined area for the temporary restrictions, not enough parking enforcement to deter illegal parkers, the issuance of permits by event organizers, and no accommodation for visitor parking. Therefore, the Ward Aldermen convened a public meeting in November 1999, with area residents and City staff in attendance, to discuss these concerns with a view to preparing a permanent plan for this area.

Following this meeting, staff developed a draft parking plan and a follow-up meeting was held in May 2000 in order to allow staff to present the plan to the area residents for input/comment. The plan, as outlined in the recommendation, includes the following key components:

- expands the special event parking area for the temporary "permit parking" restrictions (map attached); and

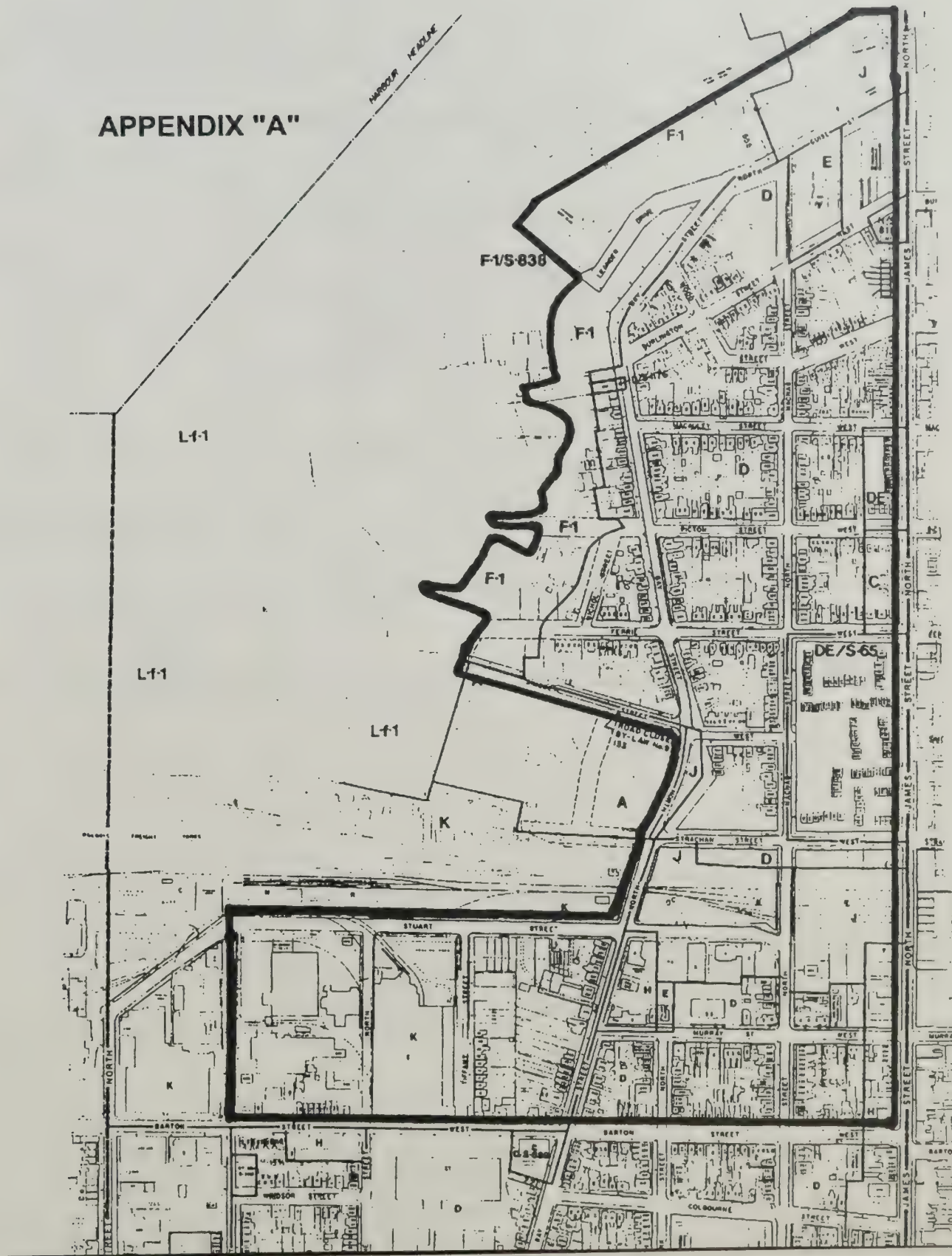
- utilizes permanent "flip down" signs such as those used in other large municipalities with major attraction events which reduce the annual signing costs to event organizers (following the first year start up costs); and
- allows local residents to obtain parking permits for the calendar year rather than for each special event; and
- provides that City staff will issue the parking permits, rather than the event organizers, and will develop a data base to facilitate the issuance for future years; and
- provides for a maximum of two visitor parking permits per household for each special event; and
- allows the program to take effect during "major" special events at Bayfront Park, upon approval of the Mayor, Chairman of the Transport and Environment Committee and the two Ward Aldermen.

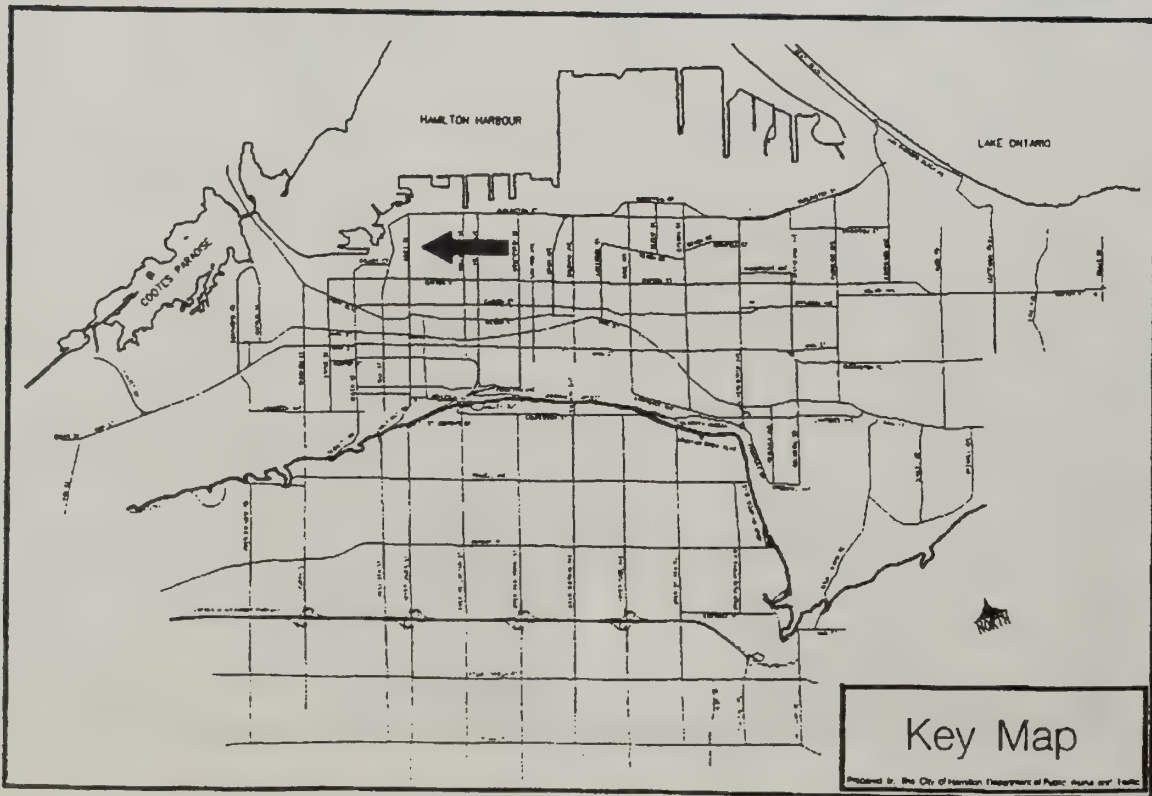
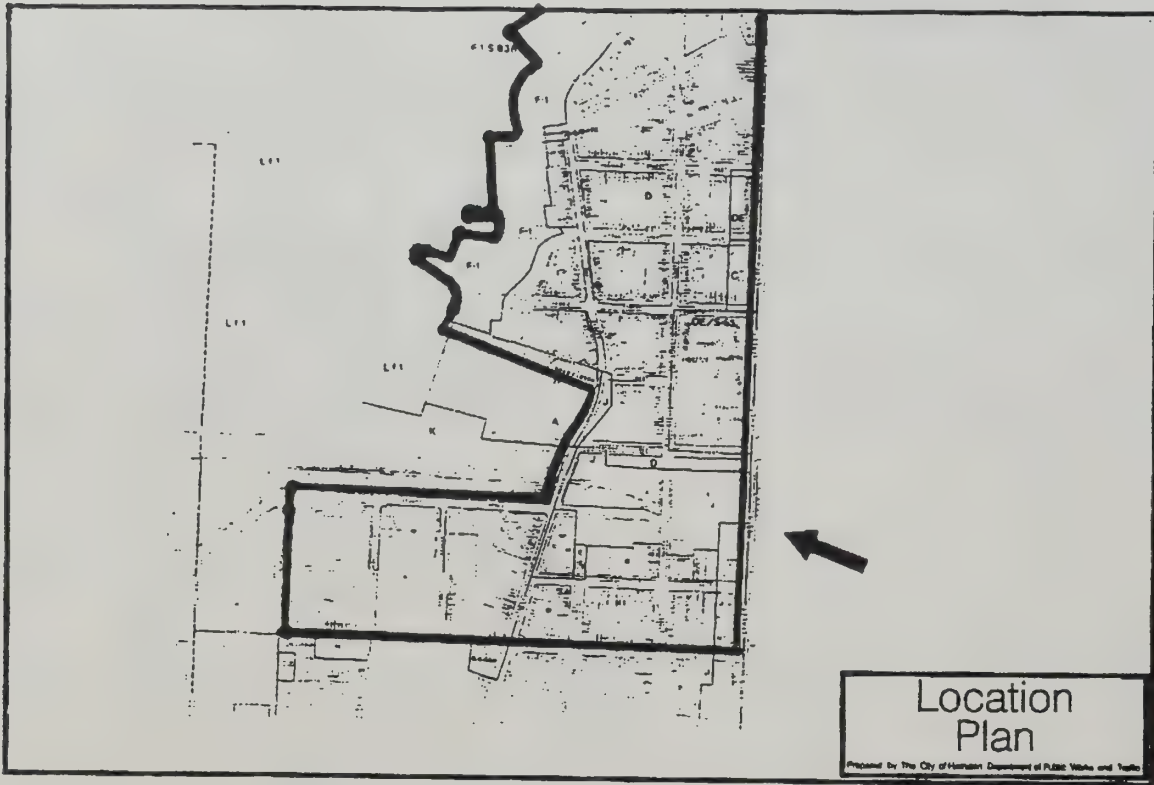
Amendments to the Traffic By-law for the 2000 season will accommodate the inclusion of the designated area under the existing reserved "permit parking" regulation; as has been done in previous years. For 2001, however, a new prohibition will be enacted under the By-law which will be specific to the "Special Event Parking Plan". The new regulation will require approvals of the "set fine" and "early payment" amounts by the Regional Senior Justice and, while the approval process is fairly routine, it typically takes six to nine months. Both the "set fine" and the "early payment" amounts will be consistent with existing penalties for all parking prohibitions under the By-law.

This is the first attempt for an organized permanent parking plan for this neighbourhood, and therefore, the Ward Aldermen and staff have agreed to regroup following this season to determine if any adjustments are needed to improve the plan. A follow-up report to the Transport and Environment Committee may be necessary. It is realized that some of the components of this plan may be transferable to other areas in the City where the residents experience serious parking difficulties during major special events.

MBH/kag
Attach.

APPENDIX "A"





THE CORPORATION OF THE CITY OF HAMILTON

- RECOMMENDATION -

DATE: April 27, 2000
File No. TEC-045-00 / **Author:** P. Buckle

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charles Guthro
Acting Commissioner of Public Works

SUBJECT: Stop Control at Skylark Drive and Hummingbird Lane
- Traffic By-law 89-72 (PWT00111)

RECOMMENDATION:

- a) That the Northbound and Southbound Stop Control regulation on Skylark Drive at Jay Street be repealed; and,
- b) That a Westbound and Eastbound Stop Control regulation be implemented on Skylark Drive at Hummingbird Lane; and,
- c) That an appropriate by-law to amend The City Traffic By-law 89-72 be passed and enacted.

Charles Guthro

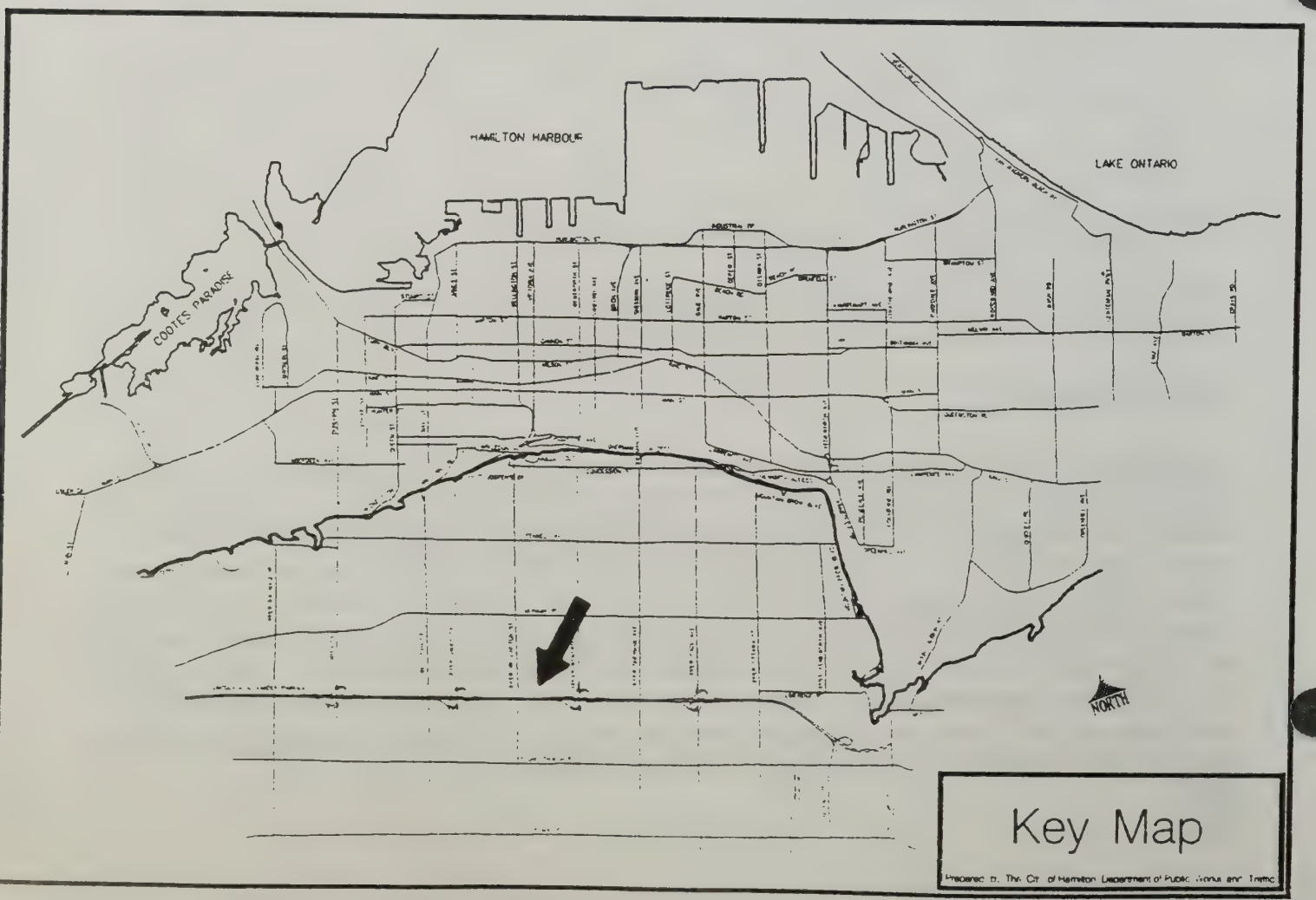
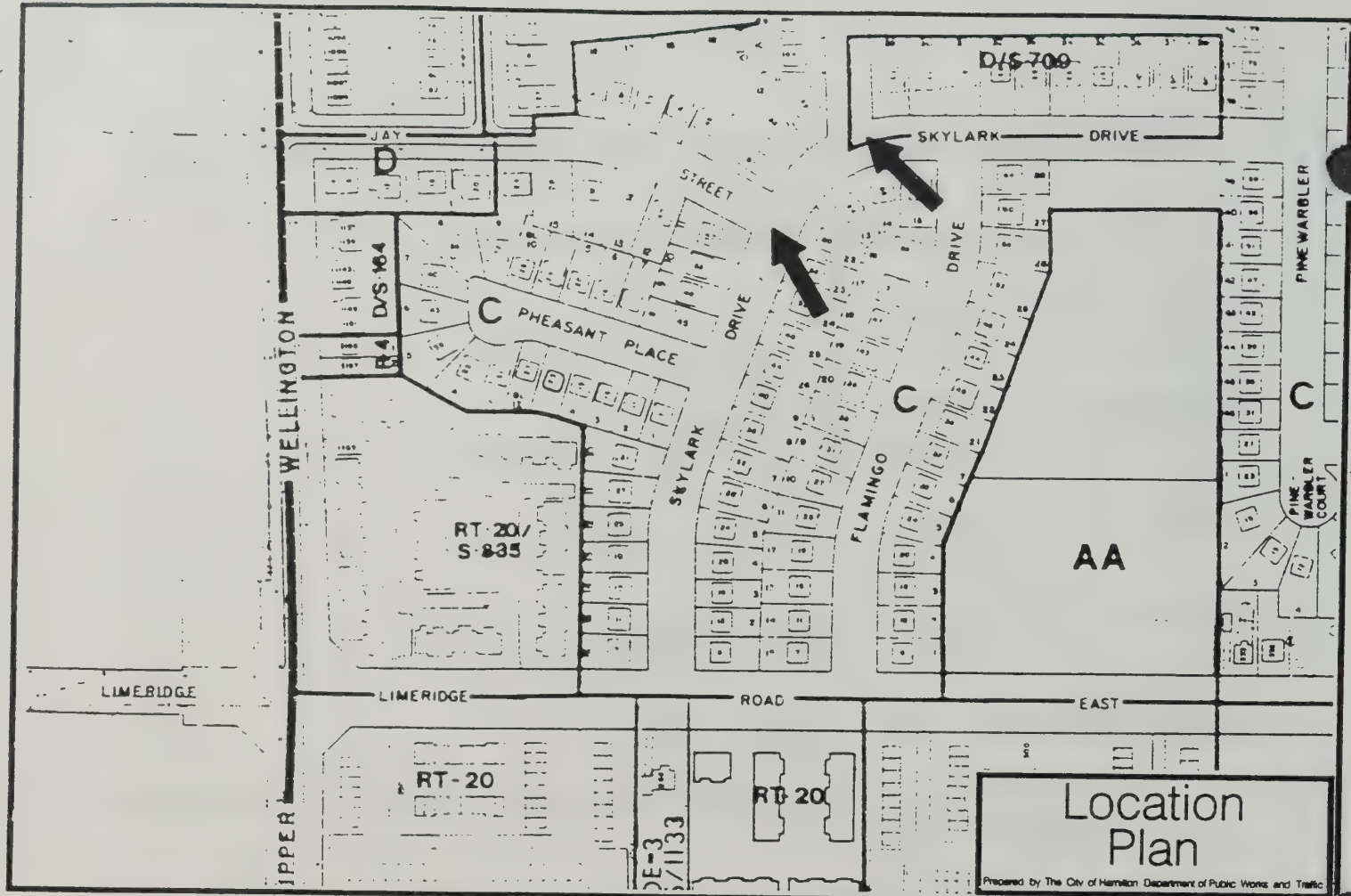
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

This report does not require Transition Board Approval. There are sufficient funds available in the current operating budget to relocate the subject signs

BACKGROUND:

Alderman Bill Kelly advises that the recently enacted northbound and southbound stop control regulation respecting Skylark Drive at Jay Street, (see attached map), will not be entirely satisfactory and requests that the regulation be revised such that westbound and eastbound traffic on Skylark Drive is required to stop on the curve at Hummingbird Lane. Both of the subject intersections are "T" type intersections and, therefore, the intersection of Skylark and Jay will revert to one way stop control, while the intersection of Skylark and Hummingbird will be subject to all-way (three-way) stop control. Staff has some concerns about the visibility of the new stop signs due to the configuration of the roadway and, therefore, concurs with the request provided that warning signs are erected on Hummingbird in advance of the intersection.

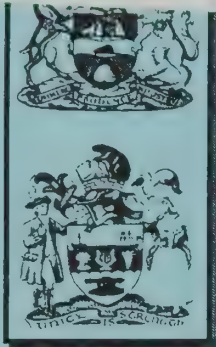
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The Urban Municipal Collection
2nd Floor
Hamilton Public Library

URBAN
MUNICIPAL



AGENDA

CITY OF HAMILTON TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, June 19, 2000

11:00 a.m.

Room 233, Hamilton City Hall
71 Main Street West, Hamilton

Carolyn Biggs
Legislative Assistant

Please Note: All Cellular Telephones and Pagers are to be switched to a non-audible function during Council and Committee meetings.

CALL TO ORDER

1. DECLARATIONS OF INTEREST

2. ADOPTION OF MINUTES

- 2.1 May 1, 2000
- 2.2 May 9, 2000
- 2.3 May 30, 2000

3. DELEGATIONS

3.1a) Request from Sergio Manchia, Engineering and Planning Initiatives, to address the Committee respecting alley paving – Garfield Avenue South

3.1b) 73 Garfield Avenue South, Proposed Alley Paving (PWT00118)

3.2 Mr. Brian Butler et al re: flooding of residences on Beach Strip

4. Proposed Extension to Outdoor Boulevard Café – 33 Hess Street South, Hamilton (PWT00115)

5. Proposed Outdoor Boulevard Café – Ferguson Avenue North, Hamilton (PWT00113)

6. Temporary Road Closure – King William Street, Hamilton (PWT00120)

7. Petition to Remove Aberdeen Avenue from the "Through Street" System (PWT00083)

8. Request to Remove a portion of John Street North from the "Through Street" System (PWT00117)
9. Locke Street South – Various Sidewalk Encumbrances (PWT00114)
10. Use of Speed Humps on Residential Streets (TOE00003a)
11. Responsibility for Traffic Functions (PWT00104)
12. Referral from Regional Council requesting adoption of "Corporate Smog Response Plan 2000 (PD99017a)

13. CONSENT ITEMS

- 13.1 Routine Amendments to City of Hamilton Traffic By-law 89-72 – Transport and Environment Committee Meeting – May 1, 2000 (PWT00106)
- 13.2 Proposed alteration of Strachan Street, from Bay Street North to Approximately 85m Easterly (PWT00119)
- 13.3 Neighbourhood Watch Program for the Ainslie Wood East Neighbourhood (PWT00101)
- 13.4 Street Vendor Operation – Mr. Tom Anderson (PWT00112)
- 13.5 Declaration of Surplus Property – 583 Upper Wellington Street – Municipal Carpark #9a (PWT00110)
- 13.6 Information Items

That the following item be received:

- (a) Rennie Street Closed Landfill Site (PWT00123)

14. OTHER BUSINESS

15. ADJOURNMENT



MINUTES

CITY OF HAMILTON TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, May 1, 2000

9:30 a.m.

Room 233, Hamilton City Hall
71 Main Street West, Hamilton

Present: Alderman C. Collins (Chairperson), Alderman D. Wilson (Vice-Chairperson), Mayor R. M. Morrow, Aldermen M. Kiss, A. Horwath, B. Morelli, T. Jackson, T. Anderson, F. D'Amico

Also Present: Alderman R. Corsini
C. Guthro, M. Hazell, T. Gill, R. Meiers, P. Dunn, B. Price,
C. Lee-Morrison, C. Biggs

Alderman C. Collins, Chairperson, called the meeting to order.

THE FOLLOWING ITEMS WERE RECOMMENDED TO CITY COUNCIL:

1. **Parking for Services in Kind – International Children's Games – July 1 to 6, 2000 (PWT00077) (Item 7)**

That, in accordance with the current City Council policy respecting "Parking for Services in Kind", the request of the International Children's Games to provide four (4) tickets to the Opening Ceremonies and six (6) tickets to the Closing Ceremonies (\$5000 value) in exchange for 50 parking spaces for eight days in the Convention Centre Parking Garage (\$5000 value), be approved.

2. **Hotz Environmental Services Inc., 239 Lottridge Street – Applications for Amendments to Certificates of Approval Nos. A100146 and A650089 (PDC00081) (Item 8)**

(a) That the West Central Branch of the Ontario Ministry of the Environment be advised that the City of Hamilton does not object to the amendment to Certificate of Approval No. A100146 (hazardous waste transfer facility), for Hotz Environmental Services Inc. at 239 Lottridge Street, as shown on the Appendix "A" attached hereto, provided the following is undertaken:

- (i) All environmental safeguards normally associated with the proposed activities are implemented to the satisfaction of the Ministry of the Environment;

- (ii) Condition 1.(j) – The maximum 180 day temporary storage provision not be deleted, but extended from a maximum 180 day period to a maximum period of 1 year;
 - (iii) Condition 9. - Operating hours will only be extended to 7 days per week for the industrial waste component provided the applicant, Hotz Environmental, continues to implement a truck route that directs trucks away from the residential areas to the south, within the Stipeley Neighbourhood. Specifically, trucks will continue to enter the site southbound on Lottridge Street and exit the site northbound on Lottridge Street. Furthermore, Operating hours will only be extended to 7 days per week for the industrial waste component on a trial basis for a maximum period of one year. At the end of a one year period, the applicant will submit a summary of the frequency of weekend industrial services for review by the City of Hamilton, prior to any further amendment;
 - (iv) Condition 16.(10) – Temporary outdoor storage may be extended from “overnight” to a maximum period of one month per roll-off bin, rather than for “sufficient time for testing transferring and shipment scheduling” as requested. Furthermore, outdoor storage will only be expanded on a trial basis for a maximum period of one year. At the end of a one year period, the applicant will submit a summary of outdoor storage records for review by the City of Hamilton, prior to any further amendment;
- (b) That the West Central Branch of the Ontario Ministry of the Environment be advised that the City of Hamilton does not object to the amendment to Certificate of Approval No. A650089 (paint recycling facility), for Hotz Environmental Services Inc. at 239 Lottridge Street, as shown on Appendix “A” attached hereto, provided the following is undertaken:
- (i) All environmental safeguards normally associated with the proposed activities are implemented to the satisfaction of the Ministry of the Environment;
 - (ii) Condition 1.(i) - The maximum 180 day temporary storage provision not be deleted, but extended from a maximum 180 day period to a maximum period of 1 year;
 - (iii) Condition 14.(6) - The temporary outdoor storage of roll-off bins be restricted to a maximum period of one month per roll-off bin. Furthermore, outdoor storage will only be expanded on a trial basis for a maximum period of 1 year. At the end of a one year period, the applicant will submit a summary of outdoor storage records for review by the City of Hamilton, prior to any further amendment;
- (c) That a copy of this report be forwarded to the West Central Branch of the Ontario Ministry of the Environment for their consideration;

- (d) That the West Central Branch of the Ontario Ministry of the Environment be requested to forward a copy of its final decision respecting the proposed amendments to Certificates of Approval Nos. A100146 and A650089 to the Municipal Clerk, City of Hamilton.

3. Routine Amendments to City of Hamilton Traffic By-law 89-72 – Transport and Environment Committee Meeting – May 1, 2000 (PWT00095) (Item 9.1)

That the requests for routine amendments listed in Appendix "B" attached hereto, be approved and that an appropriate by-law to amend the City Traffic By-law 89-72 be passed and enacted.

4. 697 Burgess Avenue, Hamilton – Request for Wheelchair Loading Zone (New Business)

- (a) That a "Wheelchair Loading Zone, 7:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the south side of Glow Avenue, commencing 50 feet west of Burgess Avenue and extending to a point 25 feet westerly therefrom; and
- (b) That an appropriate by-law to amend City Traffic By-law 89-72 be passed and enacted.

5. Intersection of Acadia Drive and Mapleridge Drive– Intersection Control (New Business)

- (a) That an all-way stop control be implemented at the intersection of Acadia Drive and Mapleridge Drive;
- (b) That an appropriate by-law to amend City Traffic By-law 89-72 be passed and enacted.

6. Temporary Road Closure: Scouts Canada/Guides Canada Parade (PWT00094) (Item 9.2)

That the application of Scouts Canada/Guides Canada to temporarily close the following streets in the City of Hamilton:

Locke Street, from York Boulevard to Main Street
MacNab Street, from Main Street to Hunter Street
Jackson Street, from MacNab Street to City Hall parking lot,

on Saturday May 27, 2000, from 8:00 a.m. to 12:00 noon, for the annual Scouts Canada/Guides Canada Parade, be approved, subject to the following conditions:

- (a) That the prior approval of the Chief of Police or his designate be received, and that such permits or authorizations as may be required by the Chief of Police, or his designate, be obtained; and,
- (b) That the applicant provide proof of \$2,000,000 public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,
- (c) That all barricading, detour signing and traffic control is subject to the direction of the Chief of Police, or his designate; and,
- (d) That all barricading be supplied by the City of Hamilton, Department of Public Works and Traffic; and,
- (e) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic, on the affected roadways, if deemed necessary by the Acting Commissioner of Public Works and Traffic; and,
- (f) That the applicant ensures those clean up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer; and,
- (g) That no property owner or resident within the barricaded area be denied access to their property upon request; and,
- (h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Acting Commissioner of Public Works and Traffic.

7. Appointment of Parking Control Officers (PWT00082) (Item 9.3)

That, in accordance with Section 15(1) of the Police Services Act, 1990, the following persons be appointed as Parking Control Officers:

Barbara Maher
Diane Buist

8. Appointment of Parking Control Officer (PWT00075) (Item 9.4)

- (a) That, in accordance with Section 15(1) of the Police Services Act, 1990, the following person be appointed as a Parking Control Officer:

Juanita Flokstra

- (b) That the following appointments as Parking Control Officers be repealed:

Edward Brazier
John Harvey

9. Appointment of Chief Weed Inspector and Municipal Weed Inspectors in the City of Hamilton (PWT00092) (Item 9.5)

- (a) That the Director of Legal Services be authorized to draft the appropriate by-law to permit the appointment of the Chief Weed Inspector to enforce The Weed Control Act in the City of Hamilton as follows:

C. Guthro, Acting Commissioner, Department of Public Works & Traffic

- (b) That the Director of Legal Services be authorized to draft the appropriate by-law, appointing Municipal Weed Inspectors under The Weed Control Act, to permit the appointment of the following 21 inspectors:

R. Aldridge	A. Dore	J. McShane
P. Booker	R. Duckworth	T. Perry
J. Bovaird	R. Guenther	A. Polowy
R. Campanella	J. Holmes	S. Taylor
S. Capostagno	H. Kerwin	P. Tompkins
R. Del Conte	C. Manning	J. Turner
J. Dodman	P. McFarland	R. Yanke

- (c) That By-Law 99-031 be repealed.

10. Keep Hamilton Clean Committee – Appointment of Member (PWT00090) (Item 9.6)

That the following citizen be appointed as a member of the Keep Hamilton Clean Committee with a term to expire on December 31, 2001:

John Nieminen

11. 170 St. Andrews Drive – Damage to Garden Shed and Fence (PWT00091) (Item 9.7)

- (a) That the Commissioner of Public Works and Traffic be authorized and directed to reconstruct the 3m x 3m garden shed and a portion of the board fence abutting the public walkway at 170 St. Andrews Drive.
- (b) That the cost of the work estimated at \$3,800 be funded from the 2000 Current Budget – Paths and Walkways – Account COHAM 55065 424005.

12. Rennie Street Closed Landfill (PWT00102)

- (a) That the City of Hamilton commence the first phase of the project to design and construct a leachate collection system to control and prevent any potential discharge from the Closed Rennie Street Landfill at an initial cost of \$1,100,00, which will include, but may not be limited to:
 - (i) maintaining the interim control measures;
 - (ii) conducting any additional investigations required to meet the Ministry of Environment Field Order;
 - (iii) conducting public consultation and applying for agency approvals;
 - (iv) designing leachate collection and landfill gas control systems and obtaining contractor quotes;
 - (v) design erosion control and obtain contractor quotes; and,
- (b) That this phase of the project be deemed to be a Time Sensitive project pursuant to Purchasing Policy No. 5, and that the Acting City Manager and the Mayor be authorized to execute any documents, purchase orders, requisitions or contracts necessary to proceed with the initial phase of the project, to an upset limit of \$1,100,000; and,
- (c) That the Finance and Administration Committee recommend a method of financing these costs; and,
- (d) That staff be authorized to take any and all steps needed to obtain any necessary federal or provincial regulatory approvals required for the final project; and,
- (e) That staff report back within four weeks with a full report setting out the total cost of the project and a plan for completion.

THE FOLLOWING ITEMS NOT REQUIRING COUNCIL APPROVAL WERE ADOPTED AND/OR NOTED:

(a) Declarations of Interest (Item 1)

None declared.

(b) Adoption of Minutes – April 3, 2000 (Item 2)

That the Minutes of the meeting of the Transport and Environment Committee held on April 3, 2000, be adopted.

(c) **Proposed Alteration of Ferguson Avenue North, between King William Street and Wilson Street (PWT00089) (Item 3.1)**

Mr. J. Beume, owner of the properties known as 182 and 183 Rebecca Street, appeared before the Committee.

Mr. Beume advised the Committee that should the proposed alterations be approved, that the existing parking lot at 183 Rebecca Street would be affected to the extent that several parking spaces would be eliminated.

The Committee approved to table the recommendation contained in Report PWT00089 to a special meeting of the Transport and Environment Committee on May 9 (prior to City Council) in order to allow the Ward Aldermen and staff to meet with Mr. Beume to resolve his concerns.

(d) **Request from Mayor R. Morrow to address the Committee respecting 11 Robert Street (Item 4.1)**

Mayor R. Morrow and Alderman R. Corsini expressed concern that with the increased number of businesses in the James Street North area, existing parking is no longer sufficient.

The Committee approved that staff, in consultation with the Mayor and Ward Aldermen, bring a report back to the Committee on the possible acquisition of the property at 11 Robert Street, Hamilton.

(e) **Petition to Remove Aberdeen Avenue from the "Through Street" System (PWT00083) (Item 5)**

At the request of Alderman M. Kiss, the Committee agreed to table this item to the next regularly-scheduled meeting of the Committee.

(f) **Temporary Road Closures: Hess Street South, between King Street and Main Street (PWT00093) (Item 6)**

At the request of Alderman A. Horwath, the Committee agreed to table this item to a special meeting of the Transport and Environment Committee on May 9 (prior to City Council) in order to allow the Ward Aldermen to meet with the affected residents.

- (g) **Hotz Environmental Services Inc., 239 Lottridge Street – Applications for Amendments to Certificates of Approval Nos. A100146 and A650089 (PDC00081)** (Item 8)

Mr. Brian, Hinkley, Consultant, and Mr. H. Lim of Hotz Environmental Services appeared before the Committee to offer an update to the Committee on the continuing dialogue between representatives of Hotz Environmental and the affected area residents to address neighbourhood concerns.

- (h) **Rennie Street Landfill Site** (Item 10.1)

The Committee moved In Camera to receive legal advice and subsequently reconvened in Open Session.

- (i) **Information Items** (Item 9.8)

That the following items be received:

- (i) Noise Issues in the Downtown Core (PWT00081)
- (ii) Moratorium on Encroachment Fees in the Downtown Core (PWT00080)
- (iii) Reserved Parking under The Private Property By-law (PWT00084)
- (iv) Tender for Supply of Traffic Paint (TOE00007)
- (v) Minutes of the March 20, 2000 meeting of the Community Safety Zones Sub-Committee
- (vi) Correspondence to Mayor R. Morrow, respecting expansion of CP Rail Yard at Longwood and Aberdeen from:
 - (aa) The Honourable D. Anderson, M.P., Minister of the Environment, dated March 30, 2000
 - (bb) The Honourable D. Newman, M.P.P., Minister of the Environment, dated April 12, 2000

Note: The meeting of the Transport and Environment Committee adjourned at 11:00 a.m.

**Alderman C. Collins, Chairman
Transport and Environment Committee**

**Carolyn Biggs, Legislative Assistant
May 1, 2000**



MINUTES

CITY OF HAMILTON TRANSPORT AND ENVIRONMENT COMMITTEE

Tuesday, May 9, 2000

6:00 p.m.

Council Chambers, Hamilton City Hall
71 Main Street West, Hamilton

Present: Alderman C. Collins (Chairperson), Mayor R. M. Morrow,
Aldermen M. Kiss, A. Horwath, B. Morelli, T. Anderson, F. D'Amico

Regrets: Alderman D. Wilson
Alderman T. Jackson

Also Present: Aldermen M. Caplan, R. Corsini, G. Copps, F. Eisenberger,
B. Charters, D. O'Sullivan
C. Guthro, M. Hazell, R. Meiers, B. Price, C. Biggs

Alderman C. Collins, Chairperson, called the meeting to order.

THE FOLLOWING ITEMS WERE RECOMMENDED TO CITY COUNCIL:

1. **Proposed Alteration of Ferguson Avenue North, between King William Street and Wilson Street (PWT00089) (Item 2)**

That the appropriate By-law to alter the roadway of Ferguson Avenue North, between King William Street and Wilson Street, by narrowing the pavement from the existing width which varies from 13.7m to 14.7m to a width varying from 8.5m to 12.7m, be passed and enacted.

2. **Temporary Road Closures: Hess Street South, between King Street and Main Street (PWT00093) (Item 3)**

- (a) That the application of the Hess Village Performing Arts Association to temporarily close Hess Street between King Street and Main Street every weekend from 5:30 p.m. on the Friday until 3:00 a.m. on the following Monday, beginning June 16, 2000 for 10 consecutive weeks ending August 14, 2000, to hold a street festival, be denied;

- (b) That all applications for temporary road closures and festivals be subject the following conditions:

GENERAL:

- (i) Any application to close a road in the Hess Village area, as defined by this document, will be processed on a first-come, first served basis; and
- (ii) The "Hess Village" area is defined, for the purpose of this document, as the area bounded by Main, Queen, King and Caroline; and
- (iii) If staff identify a problem with adherence/compliance with any bylaw/requirement, the Chairman of the Transport and Environment Committee will call a special meeting of that Committee to decide whether or not to rescind the road closure/noise bylaw exemption approvals; and
- (iv) Following the 2000 season's events, in accordance with the specified restrictions, staff, in consultation with the Ward Aldermen, will report back to the Transport and Environment Committee with any recommendations required to improve the restrictions and/or deal with any issues which arise.

NOISE:

- (v) Amplified sound, including set up, testing and performance will not begin until 11:00 am and will cease at 11:00 pm on all days of the week, except Sundays, where the amplified sound will not begin prior to 12:00 noon and will cease at 10:00 pm; and
- (vi) Applicants may seek an exemption to the City's Noise Bylaw 79-292 to allow amplified noise to continue until 12:00 midnight but only for Friday and Saturday nights for a maximum of two consecutive Fridays and Saturdays per month and only for the 2nd and 3rd weekends of June, July and August; and
- (vii) Sound equipment, stage and amplification location, including direction of staging equipment are to be approved prior to set up by the City's Chief Noise Control Officer, or his designate; and
- (viii) No other music to be played outside of any establishments, at any time pursuant to the City of Hamilton Zoning By-law. This includes outdoor speakers and/or live music; and

- (ix) The level of sound amplification created by the bands on the stage shall not exceed 90 db (peak) at any time and 80 db after 11:00 pm (when permitted to exceed the 11:00 pm noise bylaw). These levels to be monitored at the sound stage; and
- (x) The Chief Noise Control Officer, or designate, will monitor the event and be in attendance if necessary, at the applicant's expense, but will be required to be in attendance from 10:30 pm to 12:00 midnight for the 2nd and 3rd weekends in June, July and August when the amplified noise will be allowed to continue to 12:00 midnight.

ROAD CLOSURES:

- (xi) The applicant will reimburse the City for the loss of parking meter revenues (if any) as determined by the Manager of Community Traffic and Parking Services; and
- (xii) Except in the case of deliveries, emergencies or other special situations, the parking of vehicles within the "closed" area will be prohibited; and
- (xiii) All City sidewalks must remain unobstructed at all times; and
- (xiv) All road closures, posting of signs, clean up, staffing and security including attendance by the Hamilton-Wentworth Regional Police as determined necessary by the Chief of Police, will be at the expense of the applicant; and
- (xv) During the May to October "festival season", road closures may be approved (subject to monthly review of adherence to noise and other relevant City bylaws) only for the 2nd and 3rd weekends of June, July and August from 6:00 pm Friday evening until Monday morning at 7:00 am.

3. Bills

That the following Bill be adopted, signed, sealed and enrolled as a By-law:

A-028 Being a By-law to Alter Ferguson Avenue North, between King William Street and Wilson Street, by narrowing the pavement.

THE FOLLOWING ITEMS NOT REQUIRING COUNCIL APPROVAL WERE NOTED AND/OR RECEIVED:

(a) Declarations of Interest (Item 1)

None declared.

(b) Temporary Road Closures: Hess Street South, between King Street and Main Street (PWT00093) (Item 3)

The Committee received the following delegations:

- (i) Jack MacDonald, 222 Jackson Street West, Apartment 1006
- (ii) Pamela Bragoli, 222 Jackson Street West, Apartment 1401
- (iii) Diane Kantowski, 222 Jackson Street West, Apartment 1606
- (iv) Ruth Chisholm, 222 Jackson Street West, Apartment 606.

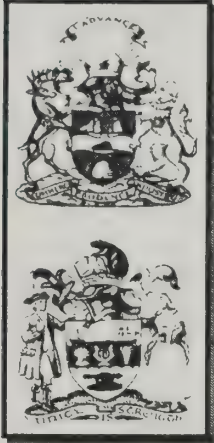
The major point expressed by all of the above-listed residents concerned the levels of noise during the late evenings and early morning hours while the festivals and events are taking place in Hess Village.

Kevin Dinsa from the Vice and Drug Division of the Hamilton-Wentworth Regional Police Service also addressed the Committee.

Note: The meeting of the Transport and Environment Committee adjourned at 7:05 p.m.

**Alderman C. Collins, Chairman
Transport and Environment Committee**

**Carolyn Biggs, Legislative Assistant
May 9, 2000**



MINUTES

CITY OF HAMILTON TRANSPORT AND ENVIRONMENT COMMITTEE

Tuesday, May 30, 2000
11:00 a.m.
Room 219, Hamilton City Hall
71 Main Street West, Hamilton

Present:	Alderman C. Collins (Chairperson), Alderman D. Wilson (Vice Chairperson) Mayor R. M. Morrow, Aldermen M. Kiss, A. Horwath, B. Morelli, F. D'Amico
Regrets:	Alderman T. Jackson – Personal Business Alderman T. Anderson – Other Business
Also Present:	Aldermen R. Corsini, G. Copps C. Guthro, M. Hazell, T. Gill, B. Price, C. Biggs
Alderman C. Collins, Chairperson, called the meeting to order.	

THE FOLLOWING ITEMS WERE RECOMMENDED TO CITY COUNCIL:

1. **Special Event Parking in the Vicinity of Bayfront Park (PWT00105)** (Item 2)

That the following parking plan be adopted for local residential streets during major special events at Bayfront Park:

- (a) That the boundaries for the "Special Event Parking Plan" be defined as shown on Appendix "A" attached to this report; and
- (b) That "permit parking" restrictions be in effect where parking is allowed on local residential streets within the defined boundaries during major special events at Bayfront Park through the erection of permanent "flip down" signs;
- (c) That the "Special Event Parking Plan" be used for major special events at Bayfront Park, as authorized by the Mayor, Chairman of the Transport and Environment Committee, the two Ward Aldermen and the Chief of Police; and

- (d) That "special event parking permits" be issued to area residents and visitors in accordance with the following criteria:
- any resident displaying a valid time limit exemption or reserved parking permit for permanently signed streets will not be required to obtain a "special event parking permit"; and
 - "special event parking permits" may be obtained, at no charge, at the Community Traffic and Parking Services Division at City Hall, at the Parks Development Division at 125 Barton Street West, or at the Parking Services office on Summers Lane and permits will be issued only to vehicles registered to persons residing in this defined area; and
 - additional permits for visitors may be obtained by completing an application form at any of the locations where permits are issued. A maximum of two visitor permits will be issued per household, and applicants will be required to provide the visitors' license plate numbers, make of the vehicles and the address of the property they will be visiting; and
 - "special event parking permits" will not be issued to businesses and/or their employees, except under unique circumstances. Concerns about parking by area businesses will be addressed on an individual basis by Community Traffic and Parking Services, in consultation with the Ward Aldermen. In all cases, every effort will be made to find alternate parking arrangements; and
 - all "special event parking permits" issued to local residents will be on an annual basis. Staff will develop a data base in order to facilitate the issuance of permits in future years; and
 - commercial vehicles and heavy vehicles will not be eligible for permits as parking is prohibited by these classes of vehicles on local residential streets under general provisions of the City and Regional Traffic By-laws (Note: deliveries will not be affected).
- (e) That permanent "flip down" signs be placed at each entrance to the defined area. The manufacturing and erecting of which are to be paid for by the event organizers; and
- (f) That all special event parking signs be displayed at least 12 hours prior to the scheduled start of a major special event at Bayfront Park in order to allow motorists to either obtain a permit (if they have not already done so) or to make alternate parking arrangements; and

- (g) That Parking Control Officers be assigned to patrol the area during major special events at Bayfront Park in order to provide strict enforcement and public relations to motorists as required; and
- (h) That staff, in consultation with both of the Ward Aldermen, regularly communicate and, if necessary, report back with recommendations for "fine tuning" the "Special Event Parking Plan" for future years; and
- (i) That the City Traffic By-law 89-72 be amended accordingly.

2. Stop Control at Skylark Drive and Hummingbird Lane – Traffic By-law 89-72 (PWT00111) (Item 3)

- (a) That the Northbound and Southbound Stop Control regulation on Skylark Drive at Jay Street be repealed; and,
- (b) That a Westbound and Eastbound Stop Control regulation be implemented on Skylark Drive at Hummingbird Lane; and,
- (c) That an appropriate by-law to amend City Traffic By-law 89-72 be passed and enacted.

3. Stop Control at Ferguson Avenue and Young Street – Traffic by-law 89-72 (New Business – No Copy)

- (a) That an all-way stop control regulation be implemented at the intersection of Ferguson Avenue and Young Street;
- (b) That an appropriate by-law to amend City Traffic By-law 89-72 be passed and enacted.

THE FOLLOWING ITEMS NOT REQUIRING COUNCIL APPROVAL WERE NOTED AND/OR RECEIVED:

(a) Declarations of Interest (Item 1)

None declared.

(b) Sidewalk Encroachments – Locke Street South (New Business – No Copy)

Staff made the Committee aware of complaints respecting the use of sidewalk on Locke Street South. Staff was directed not to enforce any encroachments on Locke Street South, except on a safety basis, until such time as a report is presented to the Committee regarding the matter of encroachment/outdoor patio fees.

Note: The meeting of the Transport and Environment Committee adjourned at 11:35 a.m.

**Alderman C. Collins, Chairman
Transport and Environment Committee**

**Carolyn Biggs, Legislative Assistant
May 9, 2000**

PLANNING & ENGINEERING INITIATIVES 3.1(a)

☐ 379 Queen Street South
Kitchener, Ontario N2G 1W6
Tel. (519) 745-9455 Fax (519) 745-7647
e-mail: kitchener@peil.net
website: www.peil.net

☒ 360 James Street North
Suite 200, East Wing
Hamilton, Ontario L8L 1H5
Tel. (905) 546-1010 Fax (905) 546-1011
e-mail: hamilton@peil.net

☐ 450 Britannia Road, Suite 450 B
Mississauga, Ontario L4Z 1X9
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e-mail: GTA@peil.net

May 18, 2000
File No: HP-701

PLANNERS
CONSULTING
ENGINEERS &
LANDSCAPE
ARCHITECTS

City of Hamilton
71 Main Street West
Hamilton, Ontario
L8P 4Y5

Attention: Ms. Carolyn Biggs, Legislative Assistant
Transportation & Environment Committee

Dear Ms. Biggs:

RE: 73 GARFIELD STREET SOUTH IN THE CITY OF HAMILTON

We wish to formally request delegation status for the Transportation & Environment Committee meeting to discuss the matter pertaining to the alleyway at the rear of 73 Garfield Street South.

Please provide our office with confirmation as to the date of the Transportation & Environment Committee meeting at which the above noted matter will be presented.

Should you have any questions or require any additional information, please do not hesitate to contact the undersigned.

Yours truly,
PLANNING & ENGINEERING INITIATIVES LTD.

[Signature]
Sergio Manchia, MCIP, RPP
Senior Planner

SM/law

cc: Alderman Dennis Haining
Alderman Chad Collins, Chairman
Mr. Reg Meirs, Public Works Department

FILE No. <u>00-1001</u>			
PUBLIC WORKS & TRAFFIC			
MAY 23 2000			
	INFO	ACTION	INITIAL
C. GUTHRIE			
B. CHRYSTIAN			
M. HAZELL			
R. ZELUCKI			
W. PLESSL			
R. MEERS			
R. SALAYKO			
R. HOLLAND			
M. BERBERICK			
A. DUSE			
R. YAMKE			
P. BOOKER			
R. GADAMS			

Paul Puopolo, MA, MCIP, RPP
OALA, President

John Ariens, MCIP, RPP

Mark Dykstra, B.L., Arch., OALA

Steve Frankovich, P. Eng.

Ed Gazendam, M. Eng., P. Eng.

Thomas Hardacre, MCIP, RPP

Victor Labreche, MCIP, RPP

Scott Lang, P. Eng.

Frank J. Lopes, P. Eng.

Sergio Manchia, MCIP, RPP

John Perks, MBA, P. Eng.

David Sisco, B.A.

Douglas W. Stewart, MCIP, RPP

Associates

A.G. [Sandy] McLellan, Ph.D.
Jonathan Price, Ph.D.
Barry Warner, Ph.D.

CITY OF HAMILTON

-RECOMMENDATION-

DATE: June 6, 2000
Author: R.P. Meiers

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: C. Guthro, Acting Commissioner
Department of Public Works and Traffic

SUBJECT: 73 Garfield Avenue South, Proposed Alley Paving
(PWT00118)

RECOMMENDATION:

That the request by Planning and Engineering Initiatives Ltd. to pave the alley east of Garfield Avenue South from Dunsmure Road to approximately 48m southerly be processed as a local improvement.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

Transition Board approval is not required.

The estimate of cost to pave the alley is \$22,000. If a local improvement for the above-noted alley was approved the City's share would be \$14,472.48 and the Owner's share would be \$7,527.52. The Owner's share for 73 Garfield South is \$2,871.70.

BACKGROUND:

The current practice of the City is that all first time construction of sidewalks, curbs and alleys be done as local improvements. Under The Local Improvement Act, the abutting owners are responsible for a portion of the cost based on their frontage on the work. The current rate for an alley is \$94.00 per metre.

Provided we receive a petition signed by at least 2/3 of the abutting owners and the assessed value of their lots is at least 50% of the total assessed value of the lots abutting the work, we can recommend to Council that the work be undertaken (Section 11 of The Local Improvement Act). Alternatively the City under Section 12 of the Act may initiate the work and unless a majority of the

73 Garfield Avenue South, Proposed Alley Paving (PWT00118)

owners representing a majority of the assessed value of the lots abutting the work, petition against it, the work may proceed.

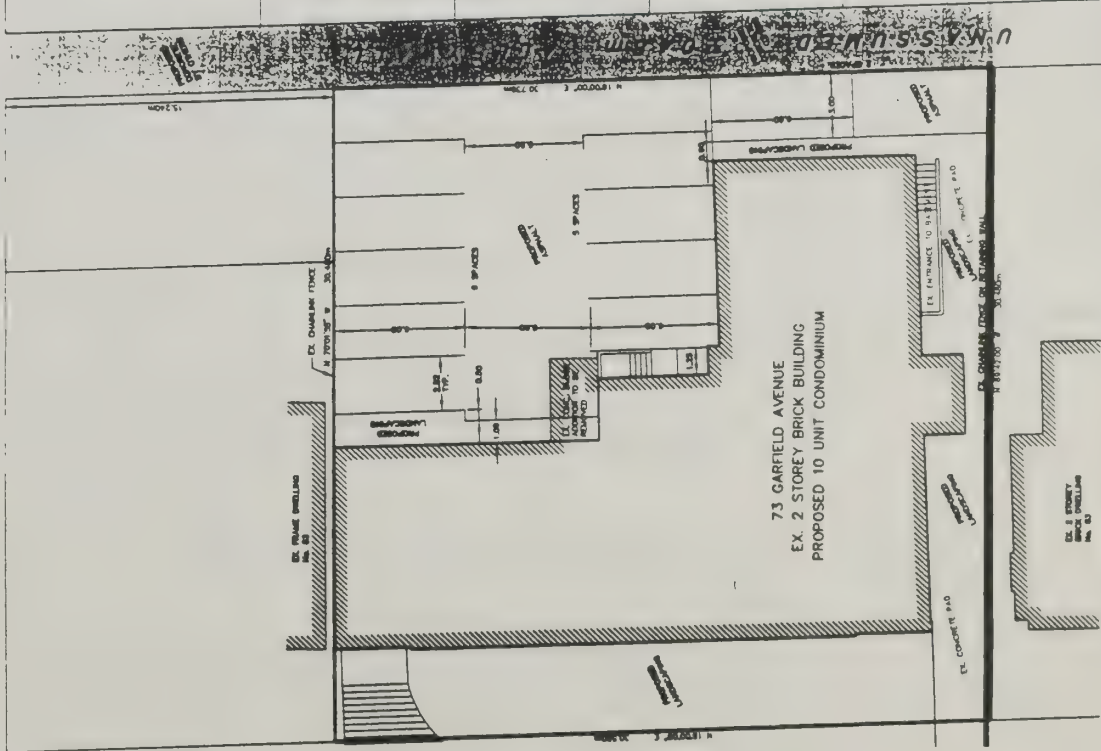
Planning and Engineering Initiatives do not feel that there is interest by the other abutting owners to have the alley paved and pay for it as a local improvement and are requesting the City to commute the other Owner's share so that the work may proceed.

The location of the alley is shown on the attached plan. It is a public unassumed alley.

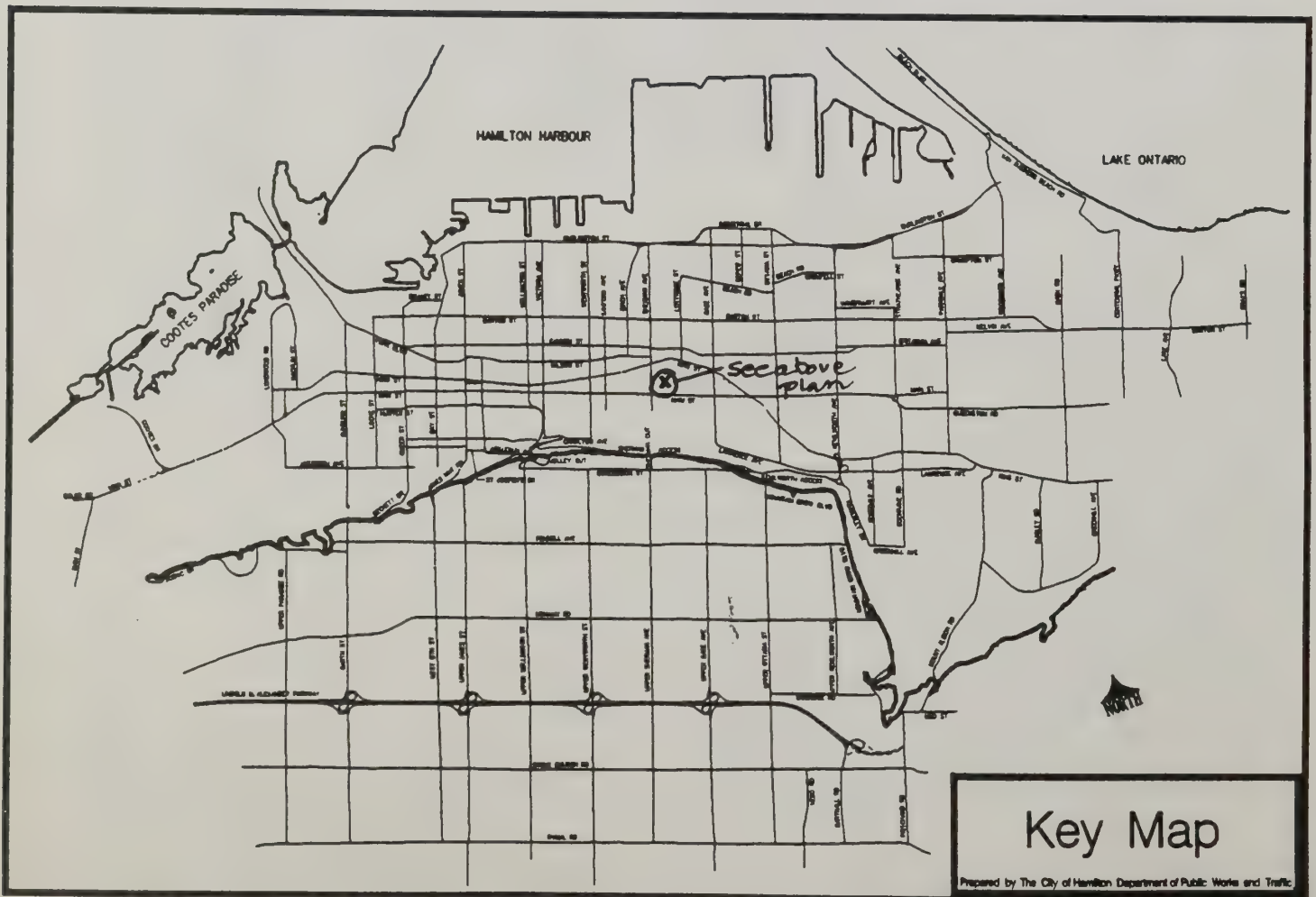
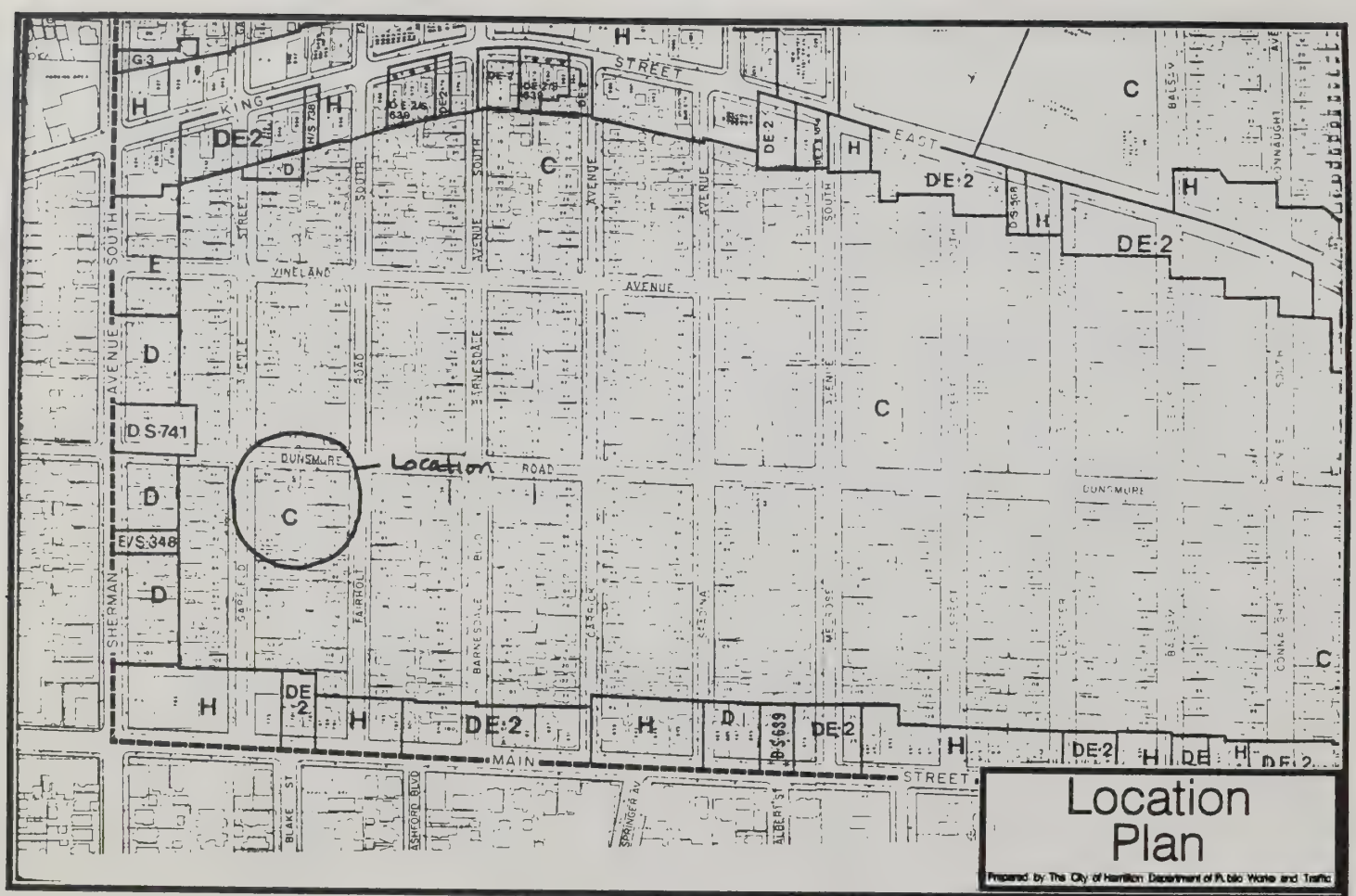

RPM/rb
attachment

DUNSMURE AVENUE

GARFIELD AVENUE



PLANNING & ENGINEERING INITIATIVES LTD. 1000 10th Avenue S.W. Suite 100 Vancouver, B.C. V6Z 1G1 Tel: (604) 681-1111 Fax: (604) 681-1112 Email: info@peil.ca	
Project No.: 1011 Drawing No.: 1011 Drawing Title: 1011	Date: 10/11 Scale: 1/8" = 1'-0" Project: 1011



Collins, Chad

From: Brian Butler [bbutleron15@home.com]
 Sent: June 14, 2000 12:55 PM
 To: Chad Collins
 Subject: Request for a hearing...Arden Ave

Alderman Collins,

I am writing this on behalf of the residents of Arden Ave, expressing our concerns on the state of flooding and lack of an apparent plan or urgency to come to a long term resolution of the problem.

I would request that you arrange a meeting with any relevant committee to address our concerns.

First I would point out the HEALTH and SAFETY aspects of the situation.

One due to the constant standing water, public health concerns must be factored into the discussion.

Second, there are a number of very young children living on the street and because of the depth of the standing water there is the potential for a serious accident occurring.

The city is well aware of the water situation and would certainly be held liable if any health or safety condition arose.

Flooding of the road on Arden Ave has been an ongoing problem for many years. This year, because of the high level of the lake, it is particularly bad. I understand that almost \$1m was requested in the 2000 budget to remedy the problem on the bay side streets, but was deferred to sometime in the future.

I have had conversations with John Turner and Reg Mears (Public Works) and while they are sympathetic, point out that what they can do is limited due to budgetary constraints.

Last Sunday, (11th), someone from Public Works was on the street taking photographs of the water level, it is now much higher today.

At this present time, the water is across the road, covering the sidewalk for a distance of probably 60 yards. The Public Works crew are down here on a regular basis, laying hoses and pumping water up to Beach Boulevard and into the storm sewers there (we only have sanitary sewers on the side streets). By the time they quit in the afternoon, water is usually under control but with the next rainfall it's back to square one.

Is there anything you can do to help alleviate this intolerable situation, Arden appears to be affected the most since Granville was fixed.

I believe the drain system under the QEW has collapsed at bottom of Arden.

If nothing can be done in the foreseeable future, is there any relief available with Municipal Taxes and how do we go about that?

Your comments would be appreciated.

Brian and Estelle Butler, 21 Arden Ave (at the end under water).

Mark and Julie Hamilton, 9 Arden Ave.
 Joyce Cotton, 5 Arden Ave.
 Ken and Sheila Hamilton, 2 Arden Ave.
 Robert Banville, 6 Arden Ave.
 Dorothy Clapham, 14 Arden Ave.
 Brad and Kim ? 18 Arden Ave.
 Brian Denahan. 30 Arden Ave (at the end under water).

CITY OF HAMILTON
- RECOMMENDATION -

DATE: June 1, 2000
File No: TEC-048-00 / Author: M. Preston T103-69 (46)

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charlie Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: Proposed Extension to Outdoor Boulevard Cafe
33 Hess Street South, Hamilton (PWT00115)

RECOMMENDATION:

- a) That the application of D. Dore, owner and B. Baldassaro and M. Vickers, operators of 33 Hess, located at 33 Hess Street South in Hamilton, to expand the existing outdoor boulevard café by another 10' X 39' onto the adjacent Hess Street road allowance, be approved, subject to the following conditions:
- i) That the owner and applicants enter into appropriate Outdoor Boulevard Cafe agreements in a form satisfactory to the Acting Commissioner of Public Works and Traffic and the Corporate Counsel and Director of Real Estate;
 - ii) That the applicants pay a \$50. document registration fee;
 - iii) That the applicants provide proof of \$5,000,000 public liability insurance, naming the City of Hamilton and holding the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
 - iv) That the applicants occupy the licensed area of the boulevard from May 1 to October 31 only and that all furniture, equipment, etc. be removed from the road allowance at all other times; and
 - v) That the applicants maintain access for the physically challenged utilizing the Barrier Free Design Standards adopted by Council on 1994 October 25.
- b) That the applicant receive permission for variance from the Committee of Adjustment.
- c) That the Mayor and the Municipal Clerk be authorized and directed to execute the Outdoor Boulevard Cafe Agreement.

Charles Guthro

SUBJECT: Proposed Extension to Outdoor Boulevard Café
33 Hess Street South, Hamilton (PWT00115)

Page 2

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Transition Board approval is not required. The applicants will pay a document registration fee of \$50. At such time as the moratorium on encroachment fees ceases, an annual fee will be applicable. The fee will be based on our standard formula of 6 ½ of 10% of the value of City land used.

BACKGROUND:

An application has been received from the operators of 33 Hess, located at 33 Hess Street South in Hamilton to extend their existing outdoor boulevard café. The original agreement with a previous business was for an outdoor patio measuring 13 feet x 21 feet. The new operators expanded the deck to 13 feet x 41 feet without realizing that an amendment to the original agreement was necessary. They are now requesting to extend the existing wooden deck by another 10 feet x 39 feet and incorporate the entire patio into a single agreement. The expanded area will be situated on a section of road allowance on Hess Street created as a result of the recent Hess Street reconstruction. As the area has a slight grade, the patio will require an elevated floor.

The new deck will be constructed of wood, with an iron railing and granite steps and deck face. There will be wheelchair access and the existing Hess Street pier will not be enclosed.

The practice of this Department concerning applications for outdoor boulevard cafes is to circularize to the businesses and residents within a 400' radius and the affected municipal departments and public utility companies for comments and concerns. The results are as follows:

Total number circularized to area residents/businesses: 55

In Favour: 8 Opposed: 0 No response: 47

Municipal Departments:

Community Planning and Development (Building) reports that the existing patio is legally non-conforming to Section 18.(11)(b)i of the By-law and permission from Committee of Adjustment for variance is required.

Public Utility Companies:

No objections provided access to utility structures is maintained.

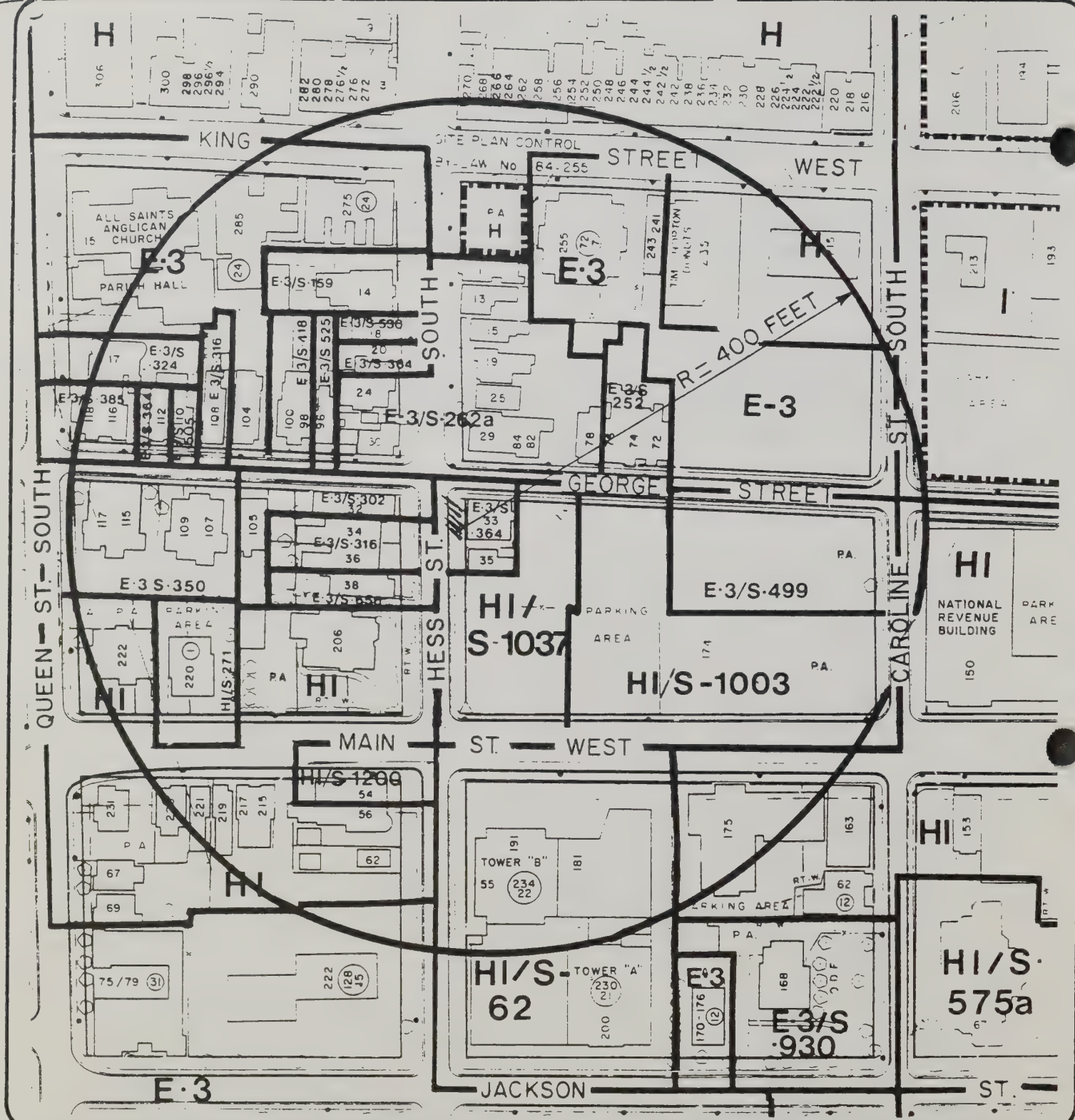
SUBJECT: Proposed Extension to Outdoor Boulevard Café
33 Hess Street South, Hamilton (PWT00115)

Page 3

As this request is to extend a patio which has been in existence at this location for several years and as we have received no objections to the proposal, this Department supports the application, provided permission for variance is received from Committee of Adjustment.

^{CA}
MJP/CVB/str

cc: Alderman A. Horwath
cc: Alderman R. Corsini
cc: Alderman G. Copps, Chairperson Pathways Committee
cc: A. Ross, Manager of Finance



LOCATION PLAN FOR

33, HESS STREET SOUTH
HAMILTON

Regional Municipality of Hamilton-Wentworth
Transportation / Environmental Services Group
Roads Department

Legend



PROPOSED EXTENSION TO
OUTDOOR PATIO CAFE

North



Scale
Not to Scale

Date

MAY 2 2000

Reference File No.
T 103 - 63 (46)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: May 31, 2000
File No: TEC-046-00 / Author: M. Preston T103-69 (60)

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charlie Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: Proposed Outdoor Boulevard Cafe
Ferguson Avenue North (PWT00113)

RECOMMENDATION:

- a) That the application of W. Schoen, owner of the Black Forest Inn at 255 King Street East, to erect and maintain an outdoor boulevard cafe on the Ferguson Avenue road allowance adjacent to his property at 251 King Street East, utilizing 21' X 60' of road allowance, be approved, subject to the following conditions:
- i) That the applicant enter into an Outdoor Boulevard Cafe agreement in a form satisfactory to the Acting Commissioner of Public Works and Traffic and the Corporate Counsel and Director of Real Estate;
 - ii) That the applicant pay a document registration fee of \$50;
 - iii) That the applicant provide proof of \$5,000,000 public liability insurance, naming the City of Hamilton and holding the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
 - iv) That the applicant occupy the licensed area of the boulevard from May 1 to October 31 only and that all furniture, equipment, etc. be removed from the road allowance at all other times;
 - v) That the applicant maintain access for the physically challenged utilizing the Barrier Free Design Standards adopted by Council on 1994 October 25; and
- b) That the Mayor and the Municipal Clerk be authorized and directed to execute the Outdoor Boulevard Cafe Agreement.

Charles Guthro

SUBJECT: Proposed Outdoor Boulevard Café
Ferguson Avenue North (PWT00113)

Page 2

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Transition Board approval is not required. A registration fee of \$50. has been paid and an annual fee which has yet to be determined will be applicable at the time the moratorium on encroachment fees ceases. The fee will be based on our standard formula of 6/12 of 10% of the market value of the City land used.

BACKGROUND:

An application has been received from W. Schoen, owner of the Black Forest Inn, to erect an outdoor patio café on the road allowance of Ferguson Avenue. The patio would utilize 21' X 60' of road allowance and would be located next to another property owned by the applicant at 251 King Street East. The restaurant has direct access to the patio area through side doors onto Ferguson Avenue.

The practice of this Department concerning applications for outdoor boulevard cafes is to circularize to the businesses and residents within a 400' radius and the affected municipal departments and public utility companies for comments and concerns. (Area map attached). The results are as follows:

Total number circularized to area residents/businesses: 130

In favour: 18 Opposed: 0 No response: 112

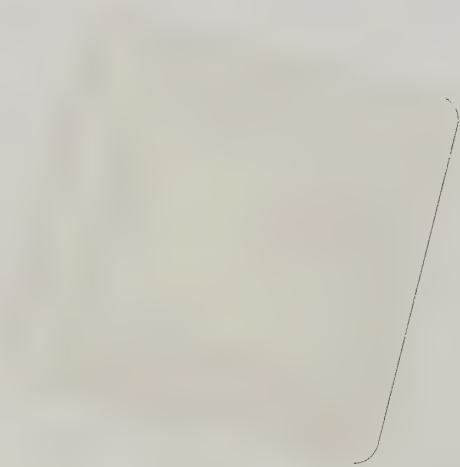
Municipal Departments:
No objections.

Public Utility Companies:
No objections provided access to utility structures is maintained.

As we have not received any objections to this proposal and as a patio has been operating in this location on a temporary basis during the Mustard Festival for the past two years, this Department recommends approval of the request.

MJP/CVB/str

cc: Alderman A. Horwath
cc: Alderman R. Corsini
cc: Alderman G. Copps, Chairperson Pathways Committee
cc: A. Ross, Manager of Finance



CITY OF HAMILTON

- RECOMMENDATION -

DATE: June 6, 2000
File No: TEC-051-00 / Author: G. Kirchknopf

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charlie Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: Temporary Road Closure – King William Street (PWT00120)

RECOMMENDATION:

That the application of the Downtown Hamilton B.I.A. to temporarily close King William Street between James Street and Hughson Street on Thursday, July 6, 2000 at 4:00 p.m. to Sunday, July 9, 2000 at 12 noon, to hold the second annual King William Street Downtown Block Party, be approved, subject to the following conditions:

- a) That the prior approval of the Chief of Police or his designate be received, and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained; and
- b) That the applicant provide proof of \$5,000,000 public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and
- c) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate; and
- d) That all barricading be supplied by and at the expense of the applicant;
- e) That "Temporary Road Closure" signs be installed, in advance, on the affected roadways, if deemed necessary by the Acting Commissioner of Public Works and Traffic and at the expense of the applicant; and
- f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and the Region and at the expense of the event organizer; and
- g) That no property owner or resident within the barricaded area be denied access to their property upon request; and
- h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant, prior to the event, in a form acceptable to the Acting Commissioner of Public Works and Traffic; and

- i) That the applicant be granted an extension to the City of Hamilton Noise By-law 79-292 to continue the music until 12:00 midnight during the event, and that a City of Hamilton Noise By-law officer be in attendance, if necessary, throughout the event, at the expense of the applicant.

*Mark B. Hurd for
C. Guthrie*

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A. Transition Board approval is not required.

BACKGROUND:

A request has been received from the Downtown Hamilton B.I.A. to temporarily close King William Street between James Street and Hughson Street, and the east curb lane of James Street North between Rebecca Street and King Street on Thursday, July 6, 2000 at 4:00 p.m. to Sunday, July 9, 2000 at 12 noon, to hold the second annual King William Street Downtown Block Party.

This year, the event organizers will be implementing a \$10.00 admission fee into this event. This admission charge is required to offset the cost of entertainment and associated costs with an event of this calibre.

The applicant will occupy the east curb lane of James, between Rebecca and King, to accommodate loading and unloading of equipment from behind the stage which will be located immediately east of James on the south side of King William. The applicant will also insure that access is maintained for businesses in the area requiring access to the signed loading zones on James. (map attached)

The festival itself will begin on Friday, July 7, 2000 at 9:00 a.m. with artist's performances, crafts and other forms of entertainment. After 4:00 p.m. on each day there will be bands set up in the staging area to entertain the public.

The Noise Control By-law Officer will be in attendance to insure that the acceptable decibel levels are not exceeded, particularly after 11:00 p.m. All associated costs will be at the expense of the applicant.

Since Regional Police Service will provide the required safety and control of this event, this Department can support the application.

GK
GK/CVB/str

c.c. Mayor R. Morrow
Alderman A. Horwath
Alderman R. Corsini

CITY OF HAMILTON

- RECOMMENDATION -

DATE: April 7, 2000
File No. TEC-031-00 / Author: M. Hazell

REPORT TO: Chariman and Members
Transport and Environment Committee

FROM: Charles Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: Petition to Remove Aberdeen Avenue from the "Through Street" System (PWT00083)

RECOMMENDATION:

- (a) That no action be taken on the request to remove the "through street" designation on Aberdeen Avenue between Longwood Road and Dundurn Street; and
- (b) That the Regional Transportation Services Committee be advised of this recommendation as Aberdeen Avenue is a Regional Road in this area.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

This recommendation would not require Transition Board approval.

Allowing parking overnight on Aberdeen Avenue would result in increased annual maintenance costs in the order of \$50,000 per year, for which funds have not been budgeted, and would no doubt result in requests to allow overnight parking on other sections of Aberdeen and incremental increases in maintenance costs.

BACKGROUND:

In September 1999, Alderman Marvin Caplan forwarded a petition, signed by representatives of 43 area homes, requesting that Aberdeen Avenue be removed from the through street system in the area of Studholme Road and Flatt Avenue. At the Transport and Environment Committee meeting of March 6, 2000, Alderman Mary Kiss requested a report on the feasibility of removing Aberdeen Avenue between Longwood Road and Dundurn Street from the "through street" system.

SUBJECT:

Petition to Remove Aberdeen Avenue from the
"Through Street" System (PWT00083)

Page 2

Removing an arterial street from the "through street" system to allow overnight parking is essentially a street maintenance issue, rather than a traffic issue per se. Parking has been prohibited on the arterial street system in Hamilton from 2:00 am to 7:00 am for many years. The principle reason for the overnight parking prohibition is to permit street maintenance activities to be carried out during overnight hours when traffic volumes are relatively light, rather than during the day when traffic volumes are higher and traffic congestion would result. In addition, working during the evening or night is more efficient and lowers the overall cost of street maintenance.

To assist the residents on Aberdeen, the parking regulations were revised on Studholme Road several years ago to allow overnight parking on the west side of this street, which is only one short block away from the petitioners' homes.

From an operational perspective, because of its close proximity to the 403 Highway, high traffic volumes and direct route to the Queen Street mountain access, Aberdeen Avenue is classified as a primary arterial road and receives a high level of service. In the event of any road closures (ie. Forestry operations, road cuts and flooding) this road would receive immediate attention. Road maintenance in the form of street sweeping and flushing would be carried out on a bi-weekly/as needed basis. During snow plowing operations, Aberdeen Avenue would also receive immediate and on-going attention until bare pavement conditions could be achieved because it is an essential part of the arterial street system.

Allowing overnight parking would significantly effect snow clearing operations. In these instances, costs become the limiting factor as snow would be windrowed and cleaned again the following day to open up these lanes to through traffic. During the summer operating schedule, maintenance for this arterial roadway is carried out during the very early or late hours when traffic volumes are relatively light. Parking in this area would require increased enforcement to deal with posted closed portions so that maintenance could be carried out during these hours. For these reasons, staff does not support removing Aberdeen Avenue from the through street system (map attached), and also attached to this report is a recent Information Report to the Transport and Environment Committee respecting the costs and issues surrounding requests to remove streets from the "through street" system to allow overnight parking.

MBH/kag
Attach.

CITY OF HAMILTON

-INFORMATION-

DATE: 2000 February 18
Author: Charles Guthro

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: C. Guthro
Acting Commissioner of Public Works & Traffic

SUBJECT: Requests to Remove Through Street Designations
(PWT00044)

BACKGROUND:

Council has asked the Department of Public Works and Traffic to consider the feasibility of allowing "Through Street" parking on arterial roads. "Through Street Parking" has been prohibited on the arterial street system in Hamilton for many years. Virtually all of the "Through Streets" are Regional Roads and parking is prohibited on the Regional road system on a full time basis for approximately 90% of the total mileage and permitted during the daytime hours on the remaining 10%. The "Through Street" designation on a road stipulates that overnight parking (2:00 a.m. to 7:00 a.m.) is not permitted.

The Department of Public Works & Traffic's principle reasons for being opposed to "Through Street" parking are not related to traffic flow, but rather to the significant increases in costs for conducting street maintenance operations, combined with a lower level of service.

Regarding winter operations, snow removal would have to be carried out during daytime hours, since snow would accumulate in a windrow beside parked cars during evening plowing operations. Removal of the windrows would require a group consisting of one front-end loader, three trucks and one traffic control person. This would have to be undertaken during the daytime high traffic hours. This report outlines the increased operating costs associated with the removal of the "Through Street" designation on a typical arterial road (Aberdeen Avenue between Queen Street and Longwood Road) approximately 1.7km. This information can be used to extrapolate average cost of requests. Based on a 10cm snowfall, this service could take approximately 8 to 10 hours at a cost of \$3,000. It is important to note that this past winter we received approximately

Requests to Remove Through Street Designations (PWT00044)

95cm of snow over a two-week period while our yearly average is 152cm. Based on an annual accumulation of 152cm the cost to provide this service (Aberdeen Avenue between Queen Street and Longwood Road) could reach \$45,000 to \$50,000.

Regarding summer operations the street sweeping/flushing operation would require posting for no parking once a week for the night time operation. Assuming these operations could occur during the months of March to December, the costs for two men and a truck would amount to \$5,000 annually. The total increase in operating costs would be \$50,000 to \$55,000 annually on a typical through street.

Virtually all of our "Through Street" parking tags are issued in the lower city and the majority of requests to allow parking overnight are on lower city "Through Streets". To create an average cost we have taken the total amount of revenues for "Through Street" tags in the lower city and divided them by the number of kilometres in the lower city, the average cost reductions of parking tag revenue per kilometre would be \$2,656. While the purpose of parking enforcement is to encourage compliance with the various parking regulations rather than to generate revenue, this is a significant cost implication which cannot be ignored.

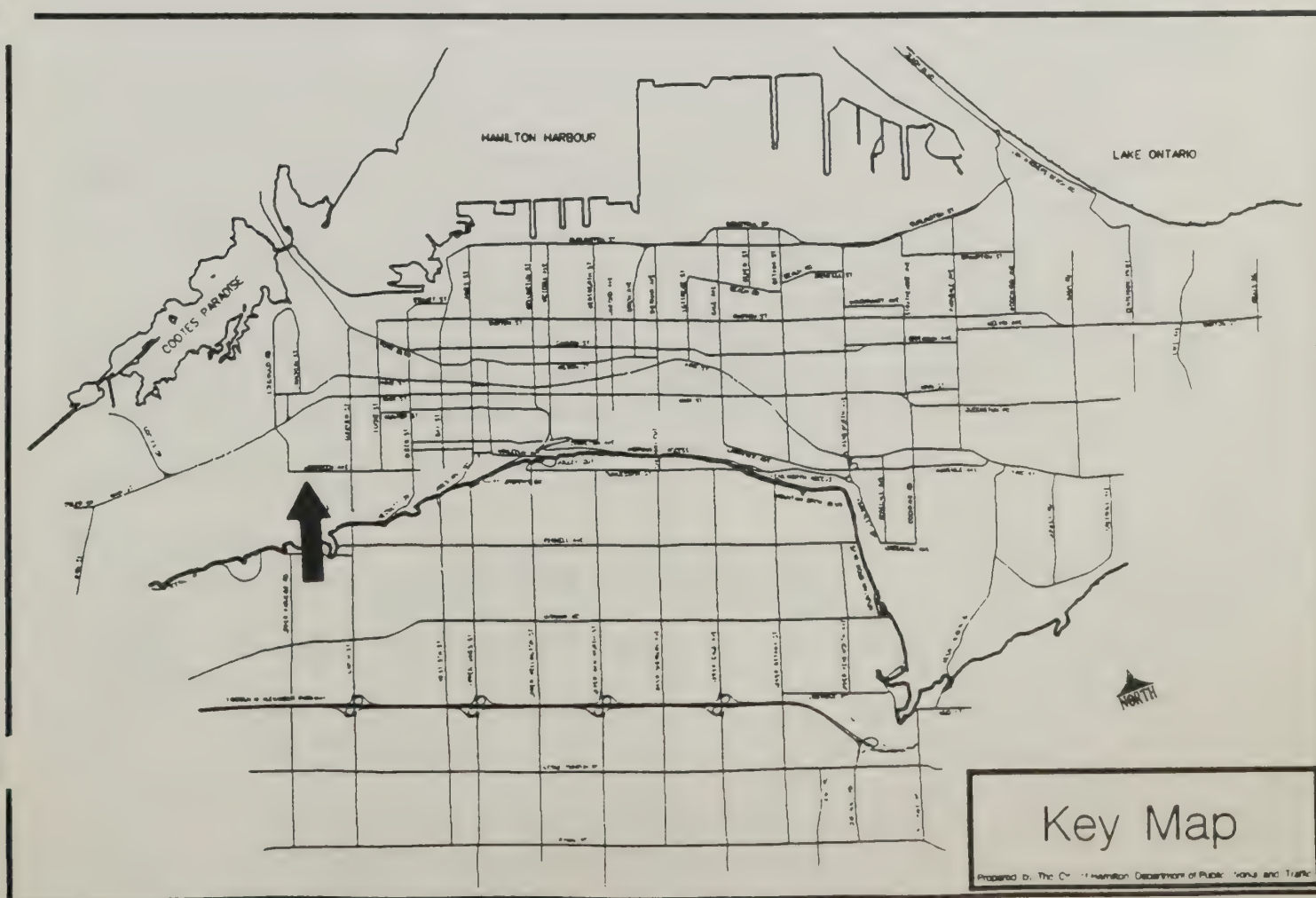
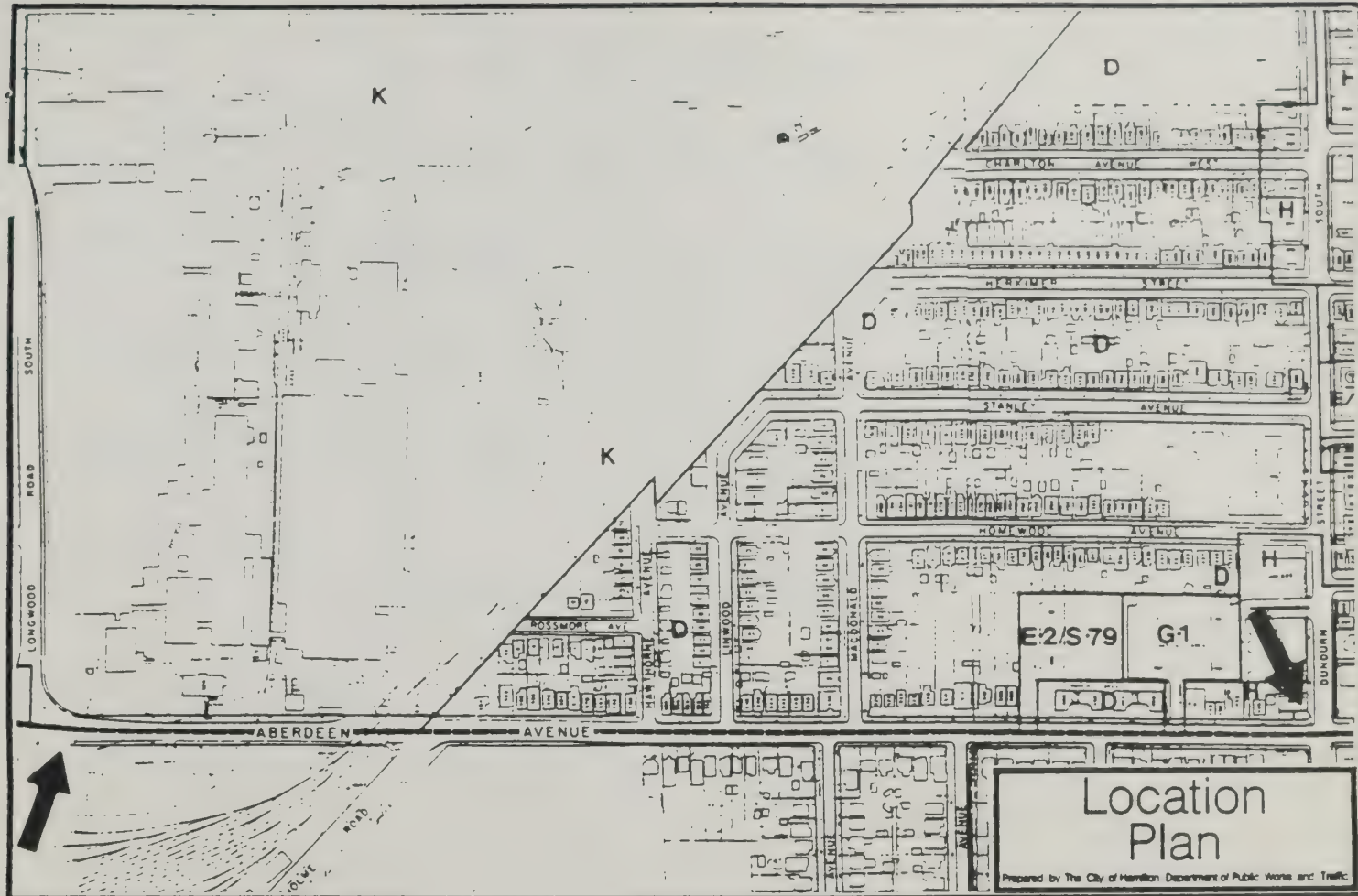
This report does not go on to describe other service and cost implications such as roadway markings, asphalt and road maintenance, litter pick up etc.

Therefore, we would not recommend that changes be made to the "Through Street" designation on arterial roads to allow parking overnight since our budgets could not support these increased costs. The Department of Public Works & Traffic would review individually approved requests by the Transport & Environment Committee providing alternative options to limit the impacts to the budget and service requirements.

Charles Guthrie

CG/rb

c.c. M. Hazell, Manager of Community Traffic Services



CITY OF HAMILTON**- RECOMMENDATION -**

DATE: June 5, 2000
File No. TEC-050-00 / Author: P. Buckle

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charles Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: Request to remove a portion of John Street North from the
"Through Street" System (PWT00117)

RECOMMENDATION:

- (a) That no action be taken respecting the request to allow overnight parking on John Street North between Robert Street and Barton Street West; and
- (b) That the Regional Transportation Services Committee be advised of this recommendation as John Street North is a Regional Road in this area.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

This recommendation does not require Transition Board approval.

Allowing parking overnight on John Street North will likely result in increased annual maintenance costs in the order of \$4,500 per year, for which funds have not been budgeted, and would undoubtedly result in requests to allow overnight parking on other sections of John with the attendant incremental increases in maintenance costs.

BACKGROUND:

Recently, Alderman Ron Corsini advised of a request from area residents that John Street North, between Robert Street and Barton Street West, (map attached), be removed from the through street system and, at the Transport and Environment Committee meeting of May 01, 2000, Alderman Corsini requested a report on the subject request.

SUBJECT:

Request to remove a portion of John Street North
from the "Through Street" System (PWT00117)

Page2

Removing an arterial street from the "through street" system to allow overnight parking is essentially a street maintenance issue rather than a traffic management issue. Parking has been prohibited on the arterial street system in Hamilton from 2:00 am to 7:00 am for many years. The principle reason for the overnight parking prohibition is to accommodate street maintenance activities during overnight hours when traffic volumes are relatively light, rather than during the day when traffic volumes are higher and traffic congestion is more likely to result. In addition, working during the evening or at night is safer and more efficient and, consequently, the overall cost of street maintenance is reduced.

From an operational perspective, because of its designation as a "Truck Route" and the fact that it serves as a direct northbound access route linking all westbound and eastbound arterial roads, John Street is classified as a primary arterial road and, therefore, receives a high level of service. In the event of road closures (e.g. for Forestry operations, road cuts or flooding) this road would receive immediate attention. Road maintenance in the form of street sweeping and flushing would normally be carried out on a bi-weekly or "as needed" basis and, during snow ploughing operations, John Street would receive immediate and on-going attention.

Allowing overnight parking would significantly effect snow clearing operations. In these instances, costs become the limiting factor as snow would have to be windrowed and cleaned again the following day to open up the curb lanes to through traffic. During the summer operating schedule, maintenance for this arterial roadway is carried out during the very early or late hours when traffic volumes are relatively light. Parking in this area would require increased enforcement to deal with temporarily posted "closed" portions so that maintenance could be carried out. For these reasons, staff does not support removing the aforesaid portion of John Street from the through street system. Also attached to this report is a recent Information Report to the Transport and Environment Committee respecting the costs and issues surrounding requests to remove streets from the "through street" system to allow overnight parking.

MBH/kag

Attach.

CITY OF HAMILTON

-INFORMATION-

DATE: 2000 February 18
Author: Charles Guthro

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: C. Guthro
Acting Commissioner of Public Works & Traffic

SUBJECT: Requests to Remove Through Street Designations
(PWT00044)

BACKGROUND:

Council has asked the Department of Public Works and Traffic to consider the feasibility of allowing "Through Street" parking on arterial roads. "Through Street Parking" has been prohibited on the arterial street system in Hamilton for many years. Virtually all of the "Through Streets" are Regional Roads and parking is prohibited on the Regional road system on a full time basis for approximately 90% of the total mileage and permitted during the daytime hours on the remaining 10%. The "Through Street" designation on a road stipulates that overnight parking (2:00 a.m. to 7:00 a.m.) is not permitted.

The Department of Public Works & Traffic's principle reasons for being opposed to "Through Street" parking are not related to traffic flow, but rather to the significant increases in costs for conducting street maintenance operations, combined with a lower level of service.

Regarding winter operations, snow removal would have to be carried out during daytime hours, since snow would accumulate in a windrow beside parked cars during evening plowing operations. Removal of the windrows would require a group consisting of one front-end loader, three trucks and one traffic control person. This would have to be undertaken during the daytime high traffic hours. This report outlines the increased operating costs associated with the removal of the "Through Street" designation on a typical arterial road (Aberdeen Avenue between Queen Street and Longwood Road) approximately 1.7km. This information can be used to extrapolate average cost of requests. Based on a 10cm snowfall, this service could take approximately 8 to 10 hours at a cost of \$3,000. It is important to note that this past winter we received approximately

Requests to Remove Through Street Designations (PWT00044)

95cm of snow over a two-week period while our yearly average is 152cm. Based on an annual accumulation of 152cm the cost to provide this service (Aberdeen Avenue between Queen Street and Longwood Road) could reach \$45,000 to \$50,000.

Regarding summer operations the street sweeping/flushing operation would require posting for no parking once a week for the night time operation. Assuming these operations could occur during the months of March to December, the costs for two men and a truck would amount to \$5,000 annually. The total increase in operating costs would be \$50,000 to \$55,000 annually on a typical through street.

Virtually all of our "Through Street" parking tags are issued in the lower city and the majority of requests to allow parking overnight are on lower city "Through Streets". To create an average cost we have taken the total amount of revenues for "Through Street" tags in the lower city and divided them by the number of kilometres in the lower city, the average cost reductions of parking tag revenue per kilometre would be \$2,656. While the purpose of parking enforcement is to encourage compliance with the various parking regulations rather than to generate revenue, this is a significant cost implication which cannot be ignored.

This report does not go on to describe other service and cost implications such as roadway markings, asphalt and road maintenance, litter pick up etc.

Therefore, we would not recommend that changes be made to the "Through Street" designation on arterial roads to allow parking overnight since our budgets could not support these increased costs. The Department of Public Works & Traffic would review individually approved requests by the Transport & Environment Committee providing alternative options to limit the impacts to the budget and service requirements.

Charles Guthrie

CG/rb

c.c. M. Hazell, Manager of Community Traffic Services

- INFORMATION -

DATE: June 1, 2000
File No.: TEC-047-00 / Author: M. Preston

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charlie Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: Locke Street South – various sidewalk encumbrances (PWT00114)

*Mark B. Hazel for
C Guthro*

BACKGROUND:

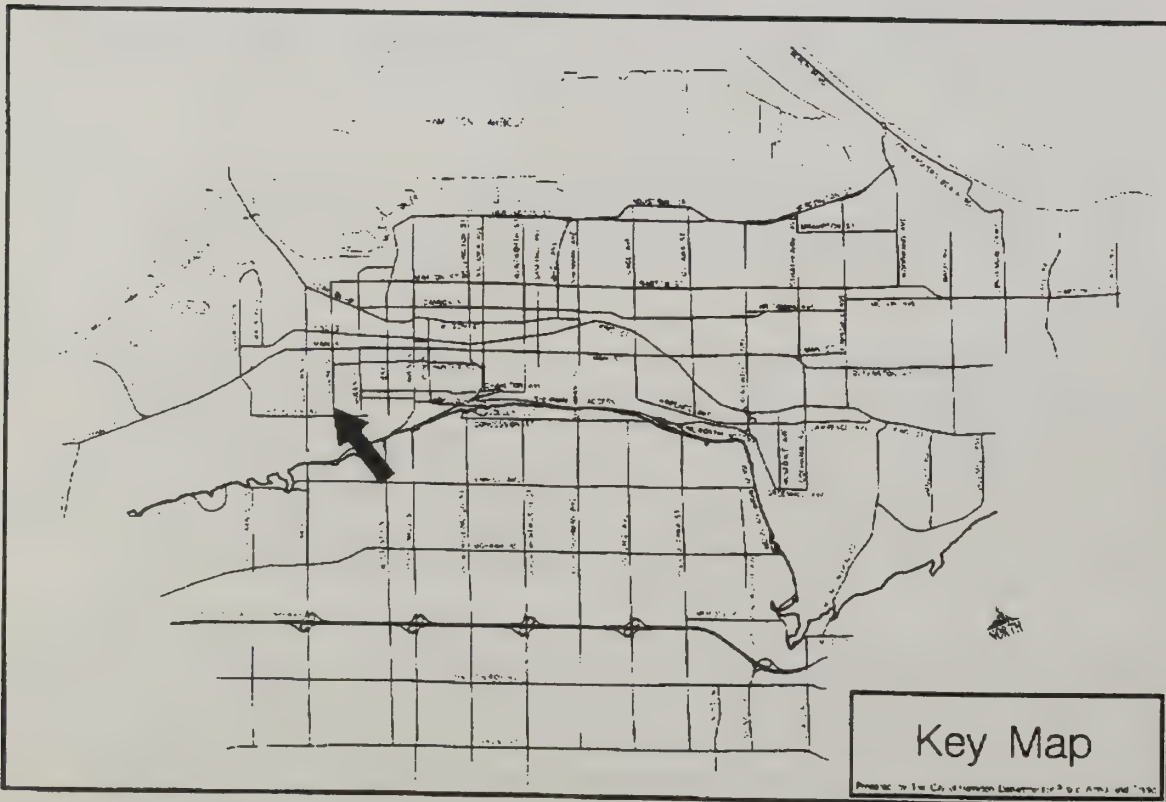
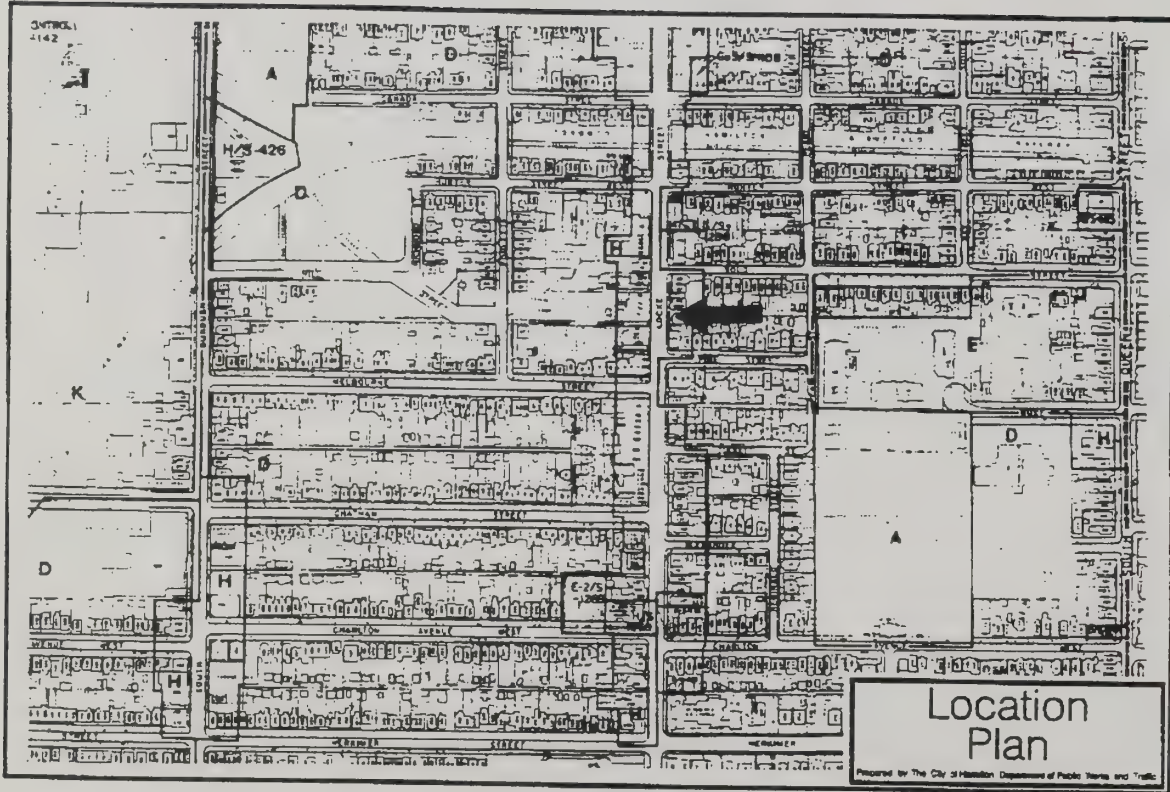
The Transport and Environment Committee on March 6, 2000 approved the resolution to extend the boundaries for the moratorium on encroachment fees for outdoor boulevard cafes between Victoria Avenue and Queen Street to extend southerly to Herkimer Street and northerly to Burlington Street. Although the expanded area provides financial relief to more of the existing cafes, this Department has since received a new request from a business outside of the current boundaries (Locke Street South), seeking permission to enter into an outdoor boulevard café agreement. The Transport and Environment Committee at its meeting held May 30, 2000 discussed this matter, and approved the following:

“Staff was directed not to enforce any encroachments on Locke Street South, except on a safety basis, until such time as a report is presented to the Committee regarding the matter of encroachment/outdoor patio fees.”

As Locke Street is not included in the current moratorium area, the applicant would be required to pay a processing fee of \$1145. In order to comply with this department's patio café specifications, the patio area would have to be extremely small and this would be cost prohibitive for most area merchants on Locke. Several establishments have already placed tables and chairs on the road allowance but they are not under agreement. The Committee may wish to consider expanding the boundaries of the existing moratorium on encroachment fees and attached is a copy of report PWT00080 outlining the financial implications.

Respecting other illegal encumbrances on the Locke Street sidewalk, the many antique stores in the area have traditionally displayed goods on the road allowance, including benches, tables and chairs. Generally, the displays are small and placed up against the building face. As most merchants do not impede pedestrian or wheelchair access, this Department has traditionally requested removal only when a legitimate complaint of impediment to pedestrian traffic has been received. While we will continue to enforce the Streets By-law in the area, we will maintain our position of enforcement only on a reactive basis, unless directed otherwise, allowing the character of the area to remain intact. (Area map attached).

JMH
MJP/CVB/str
Att.



CITY OF HAMILTON

- INFORMATION -

DATE: April 3, 2000
File No. TEC-028-00 / Author: M. Hazel

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charles Guthro - -
Acting Commissioner of Public Works and Traffic

SUBJECT: Moratorium on Encroachment Fees in the Downtown Core
(PWT00080)

BACKGROUND:

Transition Board approval is not required.

The Transport and Environment Committee, on March 6, 2000, approved the following resolution:

- "(a) That the moratorium on encroachment fees in the downtown core which was previously approved for the period of January 1, 1998 to September 1, 1999, be extended to December 31, 2000; and
- (b) That the boundary of the downtown core for the exemption of encroachment fees for outdoor patio cafes be extended southerly to Herkimer Street and northerly to Burlington Street."

The Committee also directed staff to "bring a report back to the committee on what financial effect the moratorium on encroachment fees for outdoor patio cafes would have if extended beyond the downtown core (eg. Ottawa Street, Concession Street)."

Presently, there are 37 outdoor patio cafes on City and Regional roads within the City boundaries. Thirty-four of these outdoor patio cafes fall within the expanded area of the moratorium (Herkimer, Queen, Burlington and Victoria). Of the 34 outdoor patio cafes in this area, 11 are on Regional roads (annual revenues would be approximately \$4,500) and 23 are on City road allowances (annual revenues would be approximately \$6,300).

Of the remaining three outdoor patio cafes on road allowance in the City, one is on a Regional road and the other two are on City streets. For the Regional road outdoor patio, the annual fee is \$185. For the two outdoor patio cafes on City road allowance, the annual fees are \$112.50.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: May 15, 2000
File No. TEC-017a-00 / Author: H. Solomon


REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: A.F. Leitch, P. Eng.
General Manager
Transportation, Operations and Environment

SUBJECT: Use of Speed Humps on Residential Streets (TOE00003a)

RECOMMENDATION:

- (a) That the general concept of the use of speed humps and speed tables to control speeds on residential neighbourhood streets and in alleys be endorsed;
- (b) That speed humps and speed tables only be permitted on two-lane residential streets or alleys with speed limits of 50 k/hr or lower;
- (c) That the use of speed humps be endorsed only for locations with proven traffic problems as per the criteria in Appendix "A" of report TOE00003a;
- (d) That speed humps only be installed with the strong support and concurrence of residents of all streets in the area that would be affected, as per the criteria in Appendix "B" of report TOE00003a;
- (e) That speed humps not be installed on routes identified as primary response routes by emergency services and that whenever speed humps are installed the concerns of the emergency services are defined and communicated to the residents;
- (f) That speed humps not be installed on HSR routes;
- (g) That staff be directed to prepare a capital budget submission for the year 2001 for initial speed hump program;
- (h) **That, in accordance with the guidelines issued, this report does not require Transition Board approval.**


A.F. Leitch, General Manager

SUBJECT: Use of Speed Humps on Residential Streets (TOE00003a) Page 2

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Transition Board approval is not required. There is presently no budget available for traffic calming of which speed humps are one type. Each speed hump is estimated to cost in the range of \$2,000 to \$5,000.

The use of speed humps is not explicitly covered under the Highway Traffic Act or Municipal Act of the province of Ontario. Several municipalities in Ontario have installed them. The best practice appears to be to ensure that speed humps are only used where there is a clearly defined problem and that maintenance follow accepted standards.

SUSTAINABLE DEVELOPMENT IMPLICATIONS:

The effect of speed humps is to increase compliance with speed limits. While the number of motor vehicle collisions occurring in neighbourhoods is relatively low, the reduced speeds may lead to an improvement in safety. As well, residents will likely perceive an increased quality of life with reduced speed.

BACKGROUND:

At the 1999 December 6 meeting, the Transport and Environment Committee requested staff to investigate the feasibility of using speed humps on City streets.

The following information is provided for the Committee's consideration:

A. Speed Humps vs. Speed Bumps

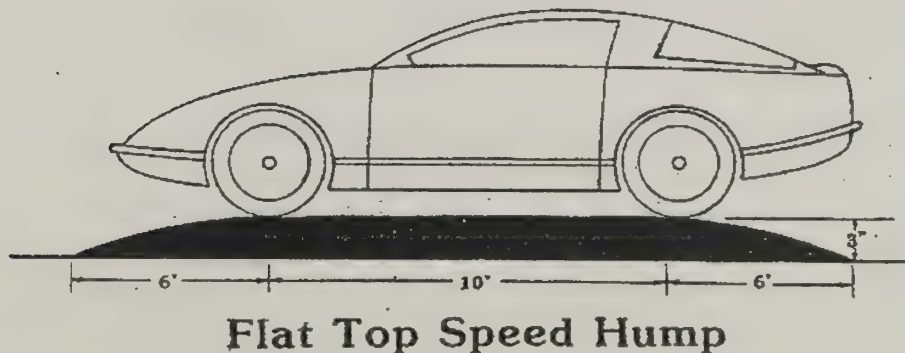
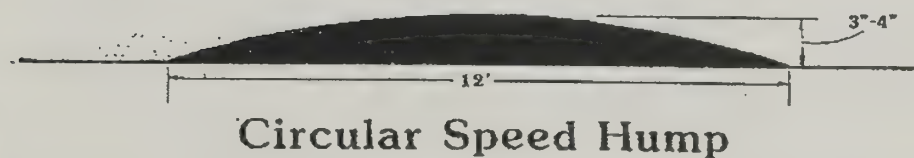
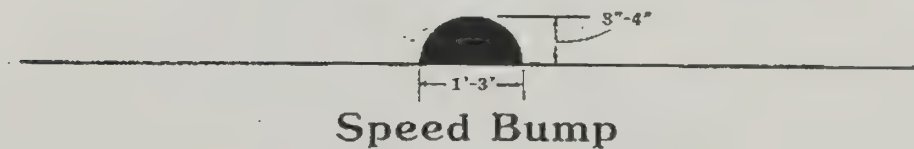
A speed hump is a raised area in the roadway pavement surface extending across the entire travelled way. Speed humps normally have a maximum height of 3-4 inches with a travel length of approximately 12 feet.

There is also an alternate design of speed hump that has a 10 foot flat section in the middle of the hump extending the length of the hump to approximately 22 feet in length. These are more friendly to emergency vehicles, allow slightly higher speeds and are more expensive to construct.

A speed bump is a raised pavement area which generally has a height of 3-6 inches with a length of 1-3 feet. Speed bumps are typically found on private roadways and parking lots. From an operational point of view, humps and bumps have significantly different impacts on vehicles. Humps create a general vehicle rocking motion that causes some driver discomfort and results in most vehicles slowing to 25-35 k/hr or less at each hump and travelling at 40-50 k/hr between properly spaced humps in the system. At high speeds, the hump can act as a bump and jolt the vehicle's suspension and its occupant or cargo.

A bump, on the other hand, causes significant driver discomfort at typical residential speeds and generally results in vehicles slowing to 10 k/hr or less at the bump. At high speeds, bumps tend to have less overall vehicle impact because the suspension quickly absorbs the impact before the vehicle body can react.

The diagram shows the different designs:



B. History of Speed Hump Use

Speed humps have been fairly widely experimented with over the past 20 years, starting with a design developed in the early 1970's in England. They are now an accepted form of traffic calming. There are major users all over the United States and Europe with significant experience. One of the largest users, Montgomery County, Maryland, has to date, installed over 1,100 speed humps. In Ontario, speed humps users include Ottawa, Toronto and Stoney Creek at present.

C. Speed Reduction vs Traffic Diversion

Traffic calming devices in general will have a combination of two effects. Traffic will either be slowed but remain on the street in question, or traffic will be diverted to an adjacent street or forced back onto the arterial street system.

Speed humps are primarily intended to reduce the speed of traffic without diverting it. However, research and experience has shown that diversion of through traffic to other parallel routes will often occur where several humps in a row are used.

D. Do Speed Humps Work?

Speed humps tend to be much more effective than police enforcement, because they are present on a permanent basis.

A variety of speed studies have shown that speed humps have been successful in reducing travel speeds. Typically, the effect is most noticeable on drivers who are exceeding the speed limit, which is exactly the effect desired by residents. The exact degree of speed reduction is dependent on the profile of the speed humps and the numbers and spacing along the street.

E. Pros and Cons

The following is an extract from the Recommended Practice of the Institute of Transportation Engineers and explains the advantages and potential drawbacks of the use of speed humps.

"The results of speed hump research and testing can be summarized:

- Traffic speeds are decreased at the humps and at locations between properly spaced successive humps. Speeds of the fastest drivers are affected as well as those of average drivers. The speed distribution generally narrows with the greatest effect on higher vehicle speeds.
- A single hump will only act as a point speed control. To reduce speeds along an extended section of street a series of humps is usually needed.
- Speed humps will often divert traffic to other streets, especially in those situations where a significant amount of traffic is using the street as a shortcut, detour, or overflow from a congested collector or arterial roadway. Volume reductions also are affected by the number and spacing of humps and the availability of alternative routes.
- Speed and volume modifications caused by humps tend to remain constant over time.

- Speed humps have not been found to pose a traffic safety hazard when properly designed and installed at appropriate locations. In fact, accident experience generally remains stable or decreases due to reduced speeds and volume, thereby improving the inherent safety of a particular street or residential area.
- Where humps are successful at reducing speeds, there is probably little net change in road noise or possibly even a reduction in noise levels. Traffic noise will generally decrease with fewer vehicles and lower speeds, but noise may increase at the hump, particularly if significant numbers of trucks use the street.
- Adequate signing and marking of each speed hump is essential to warn roadway users of the humps presence and guide the users subsequent action.
- The need to reduce speeds for speed humps tends to have a negative impact on air quality and energy consumption assuming traffic volumes remain the same. For comparison purposes, this impact is typically less than the effects of a stop sign installation.
- Large trucks, buses, and emergency vehicles can safely pass over humps but must travel at relatively low speeds or significant jolts to the vehicle, discomfort to occupants, and jostling of cargo will be experienced. Speed humps have been used to deter trucks and larger vehicles from using particular streets.
- The majority of local street residents will normally support speed hump installations and endorse their continued use.

It should be noted that some speed hump installations in the United States and other countries have been unsuccessful and ultimately modified or removed. Modification or removal is rare where proper consultation/participation processes were used initially. Factors resulting in their removal have included the following:

- Resident dissatisfaction over the gentle hump design (as opposed to the more drastic bump) and its perceived inability to dramatically slow vehicles or reduce traffic volumes to a desired level.
- Local policy decisions to favour traffic circulation needs over resident quality of life concerns.
- Undesired traffic diversion to other residential streets.
- Aesthetics of the humps and associated signs and markings.

- Increased noise level at the hump caused by vehicle rocking and acceleration/deceleration.
- Impacts on snow plowing and other street maintenance functions.
- Concerns with impacts to emergency vehicle response.
- Concerns with liability for personal injury and damage claims.
- Inadequate funding for the initial and/or continued maintenance costs of the hump and its traffic control devices."

F. Roadway Maintenance

With regard to maintenance concerns, City of Hamilton Public Works staff have reviewed the speed hump installations in Stoney Creek and are satisfied the humps will not cause major problems with either snow removal or street sweeping. Ottawa-Carleton staff have indicated that there may be issues of pavement settlement or drainage changes which occur as a result of speed hump installation.

G. Emergency Services

Police, fire and ambulance services were contacted to ascertain the projected impacts.

The ambulance service strongly supports the concept based on the positive effect of slowing traffic and potentially reducing collisions. They have determined that there may be potential for minimal delays in response times, which they will monitor. The ambulance service also expressed that a minor increase in vehicle repair costs might occur.

The Regional Police have had the opportunity to view the documentation and visit the Stoney Creek installation. The Police Service supports the initiative on the basis that it would lead to the reduction of speed and/or increase adherence to speed limits. The Police feel the installation of these devices would have negligible impact on the quality of service the Police would be able to provide.

The most serious concerns were raised by the Hamilton Fire Department. The Fire Department is supportive of the speed hump initiative on the basis that it will positively impact neighbourhood road safety. However, they are quite concerned about the potential negative impact on response time criteria which are approved by City Council.

Tests of fire rescue vehicles in Montgomery County found the average delay per each speed hump ranged from 2.8 to 7.3 seconds. A similar study in Portland found the travel time delay on emergency vehicles for a typical 14 foot speed hump ranged from 2.3 to 9.1 seconds. Thus, should the Fire Department be required to answer a call and have to travel along the street with a number of speed humps their response time could be significantly affected. The Fire Department suggests, and staff support, clear and open communications to residents requesting speed humps indicating the increased delay that might result. This should be part of the public consultation process. The Fire

Department also suggests the establishment of "primary emergency response routes" and ensuring that traffic calming strategies would not be used on those routes so defined. This is a reasonable suggestion which has been adopted in other municipalities, and could be discussed with the fire department once it is seen how the program will evolve.

H. Suggested Course of Action

Appendix "A", attached, provides basic criteria for the installation of speed humps. These criteria are based on The Canadian Guide for Traffic Calming and similar policies adopted by several U.S. and Canadian cities. The suggested criteria would form a suitable starting point for deciding the locations for the installation of speed humps. In general, speed humps are only suitable for local streets or alleys and the proposed criteria reflect this. As well, if there is not a proven problem, there is a much lower chance of acceptance by the neighbourhood and therefore, the speed criterion is recommended.

Speed humps, as with any traffic calming device, can be controversial. It is therefore critical that a true need be apparent before embarking on a program. Given the possibility of diverting traffic to neighbourhood streets, it is equally important to ensure that all possibly affected residents are informed and given an opportunity to respond to a proposed installation, as recommended in Appendix "B". This will reduce the likelihood of having to reverse an installation based on unfavourable public response.

It is therefore suggested that the policy in Appendix "A" and the procedure in Appendix "B" be approved as part of this initiative and that staff be directed to prepare a capital budget submission for the 2001 capital program for an introductory speed hump program.

HLS/str

APPENDIX "A" to Report TOE00003a

MINIMUM CRITERIA FOR THE INSTALLATION OF A SPEED HUMP

1. The location for the proposed speed humps must be a local residential street, with no more than 2 travelled lanes, or an alley.
2. The 85th percentile speed must be at least 8 k/hr higher than the speed limit.
3. The street must have a traffic volume of at least 300 vehicles per day.
4. The proposed installation locations must be visible for a minimum of 200 feet in both directions.
5. The proposed speed hump locations should be more than 75 metres from all traffic signals.
6. The preferable minimum distance from a speed hump to a stop controlled intersection is 75 metres, but this may be reduced to 50 metres or less in special circumstances.
7. The speed humps must not be on an emergency response route, (as designated by the Fire Department).
8. The proposed location must not be on a HSR bus route.
9. The street should have curb and gutter. Consideration may be given to streets without curb and gutter but in such cases special care should be used to accommodation of drainage and prevent vehicles from driving around the speed humps.

APPENDIX "B" to Report TOE00003a

NEIGHBOURHOOD INFORMATION PROGRAM

INSTALLATION PROCEDURE FOR SPEED HUMPS

1. There must be a Committee of neighbourhood residents willing to act as a liaison committee.
2. A minimum of 75% support from the total number of households on the blocks of the roadway proposed for the installation and 67% of all households on streets in the area affected by the speed humps shall be required to warrant the installation.
3. A letter from the Emergency Services shall be sent to the residents along with the petition form to ensure that they understand the consequences on the response time for delivery of emergency services.
4. The response letter from the property owners living on the street in question shall indicate that they concur with the installation of speed humps and have signed the petition understanding that there may be speed humps, warning signs, pavement markings and/or restricted parking directly in front of their homes.

- INFORMATION -

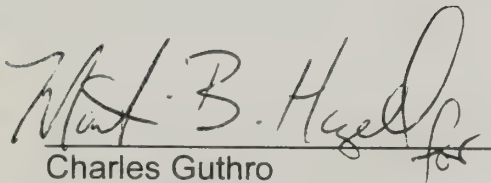
DATE: 2000 June 6
TEC-040-00 M. Hazell/T. Gill

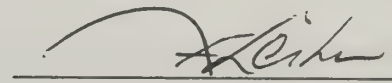
REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charles Guthro
Acting Commissioner of Public Works

A. F. Leitch, P. Eng., General Manager
Transportation, Operations, and Environment

SUBJECT: Responsibility for Traffic Functions
(PWT00104/RDS00054)


Charles Guthro


A. F. Leitch, P. Eng.

BACKGROUND:

With the merging of the former Public Works and Traffic Departments into one "Public Works and Traffic Department" in 1995, the traffic related responsibilities were split into two divisions; a Traffic Engineering Section and a Community Traffic and Parking Services Section.

In November of 1999, the City and Regional Councils approved an interim organizational structure for the Public Works and Traffic Department which included transferring the Traffic Engineering Section to Transportation, Operations and Environment. The physical relocation of the Traffic Engineering Section was subsequently approved and the Section has moved to the Eaton Centre.

A number of Council members expressed concern about the timing of this initiative and possible disruptions to current service levels with respect to representation at public meetings and interactions with Council members and the public concerning neighbourhood traffic issues. During the Question Period of the 2000 March 28 City Council meeting, staff were requested to report to the Transport and Environment Committee regarding this matter. The matter was raised again during Questions of the Day at City Council on 2000 May 30.

The purpose of this report is to advise that the Manager of Community Traffic and Parking Services will continue to serve as the co-ordinator for neighbourhood traffic public consultation matters, since there are so often issues related to both moving and parked vehicles within neighbourhoods, and will deal directly with typical neighbourhood traffic matters, including stop sign requests, speeding complaints, and turn restrictions. The Manager of Traffic Engineering will continue to provide traffic engineering services and unique traffic studies and investigations on Regional roads, and will provide those services and others (such as traffic calming and investigation of speed humps) for City streets as a "traffic consultant" to the Manager of Community Traffic and Parking Services. This will ensure responsibility with accountability for all concerned. Both may attend public meetings dealing with neighbourhood traffic issues, with the Manager of Community Traffic and Parking Services taking the lead role. This arrangement will be in place until the New City of Hamilton administration is formed and the responsibilities are realigned in accordance with the new City administrative model.

MBH/TG/kag

12.

Office of the Municipal Clerk
Memorandum

TO: Chairperson and Members,
Transportation and Environment Committee

FROM: Stella Glover,
Legislative Assistant,
Environmental Services Committee

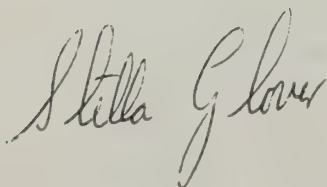
DATE: May 17, 2000

SUBJECT: Corporate Smog Response Plan 2000 (PD99017A)

Subjoined for your information, please find item 2 of Environmental Services Committee Report 05-00 which was approved by Regional Council at its meeting held on Tuesday, May 16, 2000:

- a) That Regional Council adopts the Corporate Smog Response Plan for 2000 attached hereto as Appendix "A"; and,
- b) That the General Manager of the Community Planning and Development Division be authorized and directed to monitor the implementation, including costs, of the Corporate Smog Response Plan and report to Council on the costs in December 2000; and,
- c) That the City of Hamilton, through its Transportation and Environment Committee, be requested to adopt the Corporate Smog Response Plan for 2000 attached to Report PD99017A; and,
- d) That the General Manager of the Community Planning and Development Division be authorized and directed to prepare correspondence to the provincial and federal government on these issues.

I draw your attention in particular to item c) and trust this information will be of assistance to you



Cc: Sonya Kapusin, Community Planning and Development

The Regional Municipality of Hamilton-Wentworth and the City of Hamilton Smog Response Plan 2000

1.0 Background

1.1 Which Air Pollutants Affect Us the Most?

In 1997, the Hamilton-Wentworth Air Quality Initiative (HAQI) published a comprehensive assessment of air quality and its impact on the community. This study was completed in partnership between all levels of government, industry, academia, environmental organizations and citizens. HAQI concluded that significant health effects were associated with fine particles, ozone, nitrogen oxides, and sulphur dioxide. These pollutants contribute to 300 hospitalizations and at least 100 premature deaths per year in the Hamilton-Wentworth Region.

1.2 Where Do These Pollutants Come From?

The HAQI study found that the three most significant sources of pollution in the Region are industry, long-range transport and transportation:

1. The impact from industrial sources is strongest in the immediate neighborhoods, on the Beach Strip and in communities east of Hamilton along Lake Ontario.
2. Long Range Transport is the name given to the wind and weather system mechanisms that carry air pollutants from distant locations all the way to Hamilton. Those distant sources, which include air pollution from communities upwind of Hamilton, including the Ohio Valley and the Nanticoke generating station, are a significant source of ozone and fine particles, which have significant health effects. Up to 50% of ozone and 70% of fine particles are found in the Region as a result of long-range transport that comes from upwind communities.
3. Traffic is also a significant and growing source of emissions of fine particulate and ozone pre-cursors. The number of drivers in the Region increased 8.5% between 1986 and 1996. The total number of kilometres driven increased 27% in the same period. In addition to tailpipe emissions, fine particles are created when dust on the roads is kicked up by traffic. The limited information available about truck emissions suggests that they are an important source of air pollution, partially because trucks often burn diesel fuel. Diesel fuel contains more sulphur than gasoline or natural gas. Some of the sulphur is converted to sulphur dioxide during combustion and released into the air with the exhaust gases. Also, diesel engines generate more fine particles than gas powered engines, especially in stop and start situations.

Because so much of the air pollution comes from distant communities, it is important that local strategies address long-range transportation issues. Reducing

local emissions will have limited impact here. For example, reducing industrial emissions here reduces the amount of pollution we send downwind to other communities. The results of local emission reduction actions may well be more noticeable in downwind communities than here in Hamilton. However, leadership in reducing local emissions strengthens our hand when appealing to other communities to implement local plans to reduce emissions of fine particulate and ground level ozone levels.

1.3 What Can We Do?

The results of the Hamilton-Wentworth Air Quality Initiative research were published in a *Summary Report* and four Working Group Reports in 1997. Council received the reports and directed staff to prepare a budget and action plan to respond to the air quality situation identified in the report.

An air quality budget was approved in 1998, which included four components:

1. A multi-stakeholder Air Quality Improvement Committee to co-ordinate and support initiatives to improve air quality in the community (\$17,600);
2. A tree planting program (\$60,000);
3. Research on the sources of air pollution by industry, in collaboration with McMaster University (\$22,400); and,
4. Research on changes in air quality associated with enhanced street sweeping in the north end of the City of Hamilton (\$150,000).

Council directed the multi-stakeholder committee to prepare a Community Smog Plan as part of its mandate. Council also directed the preparation of a corporate plan in support of this initiative.

2.0 Smog: What is it and Where Does it Come From?

Smog was originally thought to be a combination of Smoke and Fog, hence its name. Today, our understanding has changed. A chemical analysis of the haze we experience on hot summer days shows that it is comprised mainly of ozone (O₃) and fine particles (PM₁₀).

2.1 Ozone

Ozone is produced when nitrogen oxides (NO_x) and volatile organic compounds (VOCs) mix together. Nitrogen oxides and volatile organic compounds are also referred to as "ozone precursors". In Ontario the major source of nitrogen oxides is gasoline-powered vehicles (66%). Most of the rest comes from industrial combustion processes. While there are many natural sources of volatile organic compounds, the man-made sources include gasoline vapour, oil-based paint and cleaning solvents.

2.2 Fine Particles

Direct emissions and chemical reactions produce fine particles. Direct emissions are a by-product of fossil fuel combustion (e.g. gasoline, diesel, and natural gas). The primary sources are industrial processes, vehicle emissions and residential heating. The secondary chemical reactions involve sulphur and other gases and take place in the air. Heat and light increase the frequency of the chemical reactions that produce smog. As a result smog occurrences are more likely to occur on hot sunny days.

3.0 Smog: When Does it Happen?

The Ontario Ministry of Environment (MOE) measures particulate and ozone using the Air Quality Index (AQI). The AQI rates the quality of air on a scale of 0 to 100+:

0-15 (very good):	no known harmful effects
16-31 (good):	no known harmful effects
32-49 (moderate):	respiratory irritation in sensitive people during vigorous exercise
50-99 (poor):	increased respiratory irritation; people with heart/lung disorders at greater risk
100+ (very poor):	serious respiratory effects even during light, physical activity

When the AQI exceeds 50, the MOE issues air quality advisories to medical officers of health and the media. At this level health is particularly at risk.

In the past seven years there have been two to three occasions annually when the Air Quality Index has been above 50. These events have lasted two to three days on average. The following table illustrates the number of occasions and the number of days in the past seven years:

Air Quality Index	1993	1994	1995	1996	1997	1998	1999
>50							
# of Events	1	2	5	2	3	3	5
Total # of Days	1	6	9	3	6	8	9

Days when the AQI goes over 50 are usually referred to as "smog alert days". These days are most likely to occur between May and September.

4.0 What goes into a Community Smog Plan?

Community Smog Plans generally have three parts:

1. Smog Alert Response Plan – a list of actions in place when the Air Quality Index exceeds 50 and the Ministry of Environment issues a poor air quality alert.

2. Management Strategy - the overall plan that assesses smog, its impact and activities that can reduce smog over the long term.
3. Long-term Reduction Plan - a commitment by organizations to implement actions to reduce smog precursors over the long term, in addition to action plans in place on smog alert days.

For 2000, the corporate plan focuses on the first part, a Smog Alert Response. Smog Alert Response Plans usually have two components:

1. A communication plan is activated to alert people in the community that the Air Quality Index is 50 or more, and to promote actions to minimize its impact.
2. A series of activities to temporarily reduce emissions of fine particulate and ground level ozone pre-cursors. Partners to the Response Plan carry out the activities. Partners can include government, industry, business and community groups.

5.0 Corporate Smog Response Plan

The Corporate Smog Response Plan includes a communications plan, communications network and an operations plan. Each of these components are summarized below and detailed in the appendices.

5.1 Communications Plan

The purpose of the communications plan is to promote actions that minimize the impact of smog-causing emissions. The objective of the corporate strategy is to communicate important smog messages to staff and public prior to and throughout the smog season (May to September).

Internal communications will include meetings with staff, newsletters with employee pay slips, information and feed-back mechanisms available on a website, and messages from the City Manager. Posters and brochures will also be developed for each division, provided that a budget is provided to cover layout and printing costs. The cost of producing brochures and posters for each division is \$1600.

External communications will include media releases issued in early May to inform the public of the Corporate Smog Initiative, alerts notifying local media of corporate actions on smog alert days to reduce precursor emissions, and a supply of fact sheets in corporate facilities for resident use.

2.2 Communications Network

The Corporate Communications Network outlines the notification procedure to be used on Smog Alert Days. The notification procedure gives staff lead-time in preparing for actions that will take place in their operations to reduce smog-causing pollutants on a smog alert day. A summary of communication tactics on Smog Alert Days is included in Appendix A.

1. The Ontario Ministry of the Environment (MOE) will notify the Regional Municipality of Hamilton-Wentworth/City of Hamilton (Region/City) of Air Quality Advisories 24 hours in advance of the event. Notification will be sent to the Environmental Protection Branch of Social and Public Health Services.
2. The Environmental Protection Branch will notify corporate management and key contacts of the communications network of the advisory. For purposes of this Plan, actions will occur when the Air Quality Index is expected to reach 50.
3. Corporate Communications, as one key contact of the network, will advise Region/City Staff by email of a smog alert and ask to help reduce excess emissions. Staff will be asked to consider the implementation of any or all of the following actions, as may be possible to co-ordinate, given the restrictions of each work location:

Reduce consumption of fossil fuels by:

- Car-pooling; or,
- Riding the bus to work; or,
- Cycling or walking to work outside the hours when the Air Quality Index is expected to be above 50 (usually before 10 a.m. and after 5 p.m.); or,
- Working from home (where feasible and with authorization).

Consider reductions in the combustion of fossil fuels by postponing the following activities on a personal level:

- Grass cutting;
- Hedge trimming;
- Use of solvents;
- Fuelling vehicles;
- Use of pesticide sprays; and,
- Use of liquid barbecue starters.

4. The Environmental Protection Branch will also notify staff of MOE's termination of the advisory.

A network flowchart detailing the contact names, methods of notification and responsibilities of each division is included in Appendix A.

2.3 Operations Plan

Corporate management and staff prepared individual Smog Response Plans for their divisional operations. Each response plan identifies modifications that may be undertaken during smog alert days. These plans are summarized in Appendix B.

Consideration has been given to the following actions, to be undertaken by the Corporation as part of a plan to reduce ground level ozone and fine particulate emissions:

- ***Postpone, to the limited degree possible, parks maintenance activities using gas powered equipment and spraying pesticides.***

It is staff's assessment that the only additional costs to the Region to implement a smog response in Public Works ranges from \$5,000 to \$50,000 per year for road painting. No costs were attributed to changes in modifying grass-cutting schedules.

- ***Request suppliers to postpone activities that contribute to fine particulate and ozone precursor emissions (e.g. road resurfacing, grass cutting, pesticide spraying, and painting) where operationally feasible.***

In 2000, contractors will be contacted and requested to postpone their activities as part of a community initiative to reduce emissions during a smog alert. Compliance by contractors would be voluntary and the Region/City would not pay additional costs associated with a work stoppage. Consequently, results relating to emission reductions cannot be guaranteed.

In future years, tender documents could possibly include a specification to cease activities on smog alert days. The inclusion of such wording in contracts would result in an increase in costs on each contract. Council direction on the inclusion of a specification to postpone work by contractors during smog events will be requested.

- ***Suspend street sweeping in the daytime.***

Generally all sweeping of regional roads in the urban environment is done at night except for the side streets. Restricting sweeping to night-time or postponing the day activity on side streets to another day would not have a great financial impact.

- ***Modify bus service on existing routes by offering free bus service, increasing the frequency of service by adding additional buses, and extend existing bus routes with a trans-cab type service.***

Ridership data for 1998 shows that HSR revenues are highest on weekdays in June and lower on weekends/holidays in July. The following assessment

illustrates the best and worst case scenarios for the minimum one (1), average six (6) and maximum nine (9) days per year when the AQI reaches 50. Free bus service during a smog alert will result in a minimum loss of \$13,920 and a maximum of \$464,076 per year.

	Month	Minimum 1 Day	Average 6 Days	Maximum 9 Days
Maximum Revenue Lost	June: Weekday	\$ 51,546	\$ 309,276	\$ 464,076
Minimum Revenue Lost	July: Sunday/Holiday	\$ 13,920	\$ 83,520	\$ 125,280

It may be necessary to put out extra, supplementary services to handle increased commuter ridership. Adding ten (10) buses would result in extra costs of \$5,000 per day. In the worst case, there would be an additional cost of \$45,000 assuming all of the bad air days fell on weekdays.

Hours of work are "signed" according to the collective agreement. Altering hours of work can result in grievances. Any extra hours worked using regular operators will result in higher overtime costs. Impromptu additional service can be arranged to handle any increased ridership on smog days. The cost of each extra will include both vehicle and personnel costs. The cost associated with an extra is \$66.83 per hour.

Taking these factors together, it is staff's assessment that the maximum cost of providing free bus service would be \$509,070 and the minimum \$18,920. This recommendation will not be implemented until all the issues related to cost have been resolved.

- ***Delay or postpone the discretionary use of vehicles.***
- ***Increase temperature settings in municipal offices with air conditioning***

In 2000, Corporate Services will meet with building administrators to assess the feasibility of increasing temperature settings in municipal offices with air conditioning. To promote and publicize this action, it may help to relax the dress code for staff, and advise the public of these actions with appropriate signage. This recommendation will not be implemented until all building administrators have been consulted.

3.0 Corporate/Community Strategies

In 1999, several activities were planned to begin an overall community smog management plan:

- An Emissions Plan Promoter was hired to approach corporate partners to assist in notifying the public, and encourage community and employee participation. A Hamilton-Wentworth Commuter Challenge will kick-off the tasks of the Emissions Plan Promoter during Environment Week in June.
- The Hamilton-Wentworth Air Quality Improvement Committee and Region of Hamilton-Wentworth sponsored the Up and Down Wind conference to explore the feasibility of a coalition of communities as a strategy to reduce trans-boundary air pollution. Subsequently, the Southern Ontario Clean Airshed Network Initiative (SO CAN I) was established in January 2000. The network body involves nearly 30 members of organizations throughout Ontario, who gather three to four times a year to exchange information on air quality issues and recommend common solutions to air quality problems.

In addition to the activities described above, the following corporate/community strategies will be undertaken in 2000:

- Preparation of a management strategy to reduce smog precursor and fine particulate emissions.
- Preparation of a long term plan to reduce smog precursor and fine particulate emissions.
- Consideration of a staged approach to the Smog Response Plan and further investigate activities that will make a difference in Hamilton-Wentworth.
- Approval of an anti-idling by-law. Enforce it during air quality advisory events.
- Monitoring, evaluating and improving the activities of the Corporate Smog Response Plan.

4.0 Conclusion

As with the 1999 plan to reduce ground level ozone and fine particulate emissions, the Corporate Smog Response Plan for 2000 was prepared with the Public Works and Traffic, Transportation, Operations and Environment, Community Planning and Development, Corporate Services, Social and Public Health Services, and Human Resources Divisions. With each smog season, the Corporate Plan will expand to include more participants and actions. The experience that is gained from the plan will be helpful with the preparation of a Management and Long Term Smog Reduction Plan for the Hamilton-Wentworth Region.

All in all, the Corporate Smog Response Plan is a first step to reducing emissions in the community that contribute to smog. The actions taken by the Region/City will encourage other community members to consider similar actions that further reduce emissions.

Appendix A

Corporate Smog Response Communications Plan

Objectives:

- To communicate the Corporate Smog Response Plan to internal stakeholders. (staff and Councillors), including the action plan for Smog Alert Days.
- To inform external stakeholders about the Corporate Smog Response Plan and what actions the Corporation will undertake on Smog Alert Days, including communications on Smog Alert Days themselves.
- To increase the awareness among internal and external stakeholders of smog and its health effects.
- To create strategies to communicate the on-going activities of the Hamilton-Wentworth Air Quality Initiative as it relates to the Smog Response Plan.

Audiences:

Internal:

- Regional and City Council.
- Municipal Staff of Public Works, Social and Public Health, Corporate Services, Community Planning and Development, Transportation, Operations and Environment, and Hamilton Street Railway.

External:

- Stakeholders (e.g. Provincial and Federal Government representatives, Industry, McMaster University, Mohawk College, School Boards, residents' associations).
- Residents of Hamilton-Wentworth.
- Media.

Key Messages:

- Hamilton-Wentworth, through both Regional Council and the Hamilton-Wentworth Air Quality Improvement Committee (HAQIC), is dedicated to improving air quality in the Region.
- Planning staff have consulted with internal departments as well as external stakeholders to create a comprehensive Corporate Smog Response Plan.
- There are significant health-related impacts to the community as a result of Smog. Smog refers to the thick and hazy air that occurs on some summer days. It is the combined reaction of gases and fine air particles that creates smog.
- In Hamilton-Wentworth, the priority pollutants to be reduced are inhalable and respirable particles (PM10 and smaller), sulphates (SO4) and ground level ozone (O3) and its precursors nitrous oxide (NOx) and volatile organic compounds (VOCs).
- Smog Alert Days are declared, the Smog Alert Response Plan triggered, when the Air Quality Index (AQI) reaches 50 or more.

- Smog is particularly harmful to children, seniors, pregnant women, people with heart and lung conditions and smokers. Health effects of smog include:
 - Eye, nose and throat irritation
 - Coughing, wheezing and shortness of breath
 - Lower resistance to infections
 - Can make heart and lung conditions worse and lead to hospitalization and premature death
- City/Region Smog Response Plan includes: (refer to specific department activities on Alert Days).
- Residents do have a role to play in improving air quality in the region and can become involved in initiatives that include:
 - Reducing use of personal vehicles and taking public transit or using bicycles.
 - Reducing energy consumption
 - Not using gas lawn mowers on Smog Alert Days
 - Not using oil-based paints on Smog Alert Days

Communications Liaison:

This is the representative from the City of Hamilton/Region of Hamilton-Wentworth Corporate Communications Department who is available to assist in both planning and implementing communications initiatives:

David Adames, Business Partner: 546-3146, e-mail: dadames@city.hamilton.on.ca

Media Spokespersons:

This is a list of representatives who can speak to the media in detail about HAQIC and the Corporate Smog Response Plan:

Staff:

David Adames, Corporate Communications: 546-3146
 Robert Chrystian, Public Works and Traffic, 546-4334
 Robert Desnoyers, Corporate Services: 546-2180
 Robert Hall, Social and Public Services, 546-3571
 Don Hull, Hamilton Street Railway, 528-4200 ext. 270
 Bill Pearce, Community Planning and Development: 546-4178

Strategy Tactics:

Internal:

- Meet with City/Region staff (Corporate Management Team first, then key Directors and Managers) to brief them on the Smog Response Plan.
- Advance education process for staff: Produce a newsletter outlining the Corporate Smog Response Plan, detailing the departmental responsibilities and action plans for Smog Alert Days and circulate to all staff. Including the newsletter in employee pay cheques will ensure

that each employee receives information about the Corporate Smog Response Plan and be informed about actions they can take on Smog Alert Days.

- Update the HAQI web site at www.airquality.city.hamilton.on.ca (linked to the Corporate Intranet for internal communications purposes), including posting the Corporate Smog Response Plan, with a special section devoted to Smog Alert Days that will inform staff of what actions they can take on Alert Days. Also, implement a feedback e-mail system on the web site to allow staff to report what actions they did take on Smog Alert Days.
- Create messages from the City Manager to be used on Smog Alert Days that can be e-mailed globally.
- Create a Fact Sheet in the form of a brochure for the Corporate Smog Response Plan (to include background information about smog, its health effects, the plan and what staff can do during smog alerts). Cost: \$700 (lay-out and printing costs).
- Develop a poster (11x17") that will be posted on department's internal bulletin boards. The poster will be used as an awareness building mechanism for the Corporate Smog Response Plan, and to direct staff to the fact sheet and web site. Cost: \$900 (lay-out and printing: quantity: 500)

External:

- Media Release issued in early May outlining the Corporate Smog Response Plan. Release to be posted on the internet site.
- Media Alert: Template to be developed to use on Smog Alert Days notifying local media of what the City/Region are doing to address the Alert Day. Media Alert to be posted on the internet site.
- Web site: Update the Web site to promote the Corporate Smog Response Plan and include action plan for residents to contribute to reducing smog.
- Re-format the fact sheet brochure (the one used for staff communications) for resident use and make available in City/Region facilities.

Summary: Communication Tactics on Smog Alert Days:

Internal:

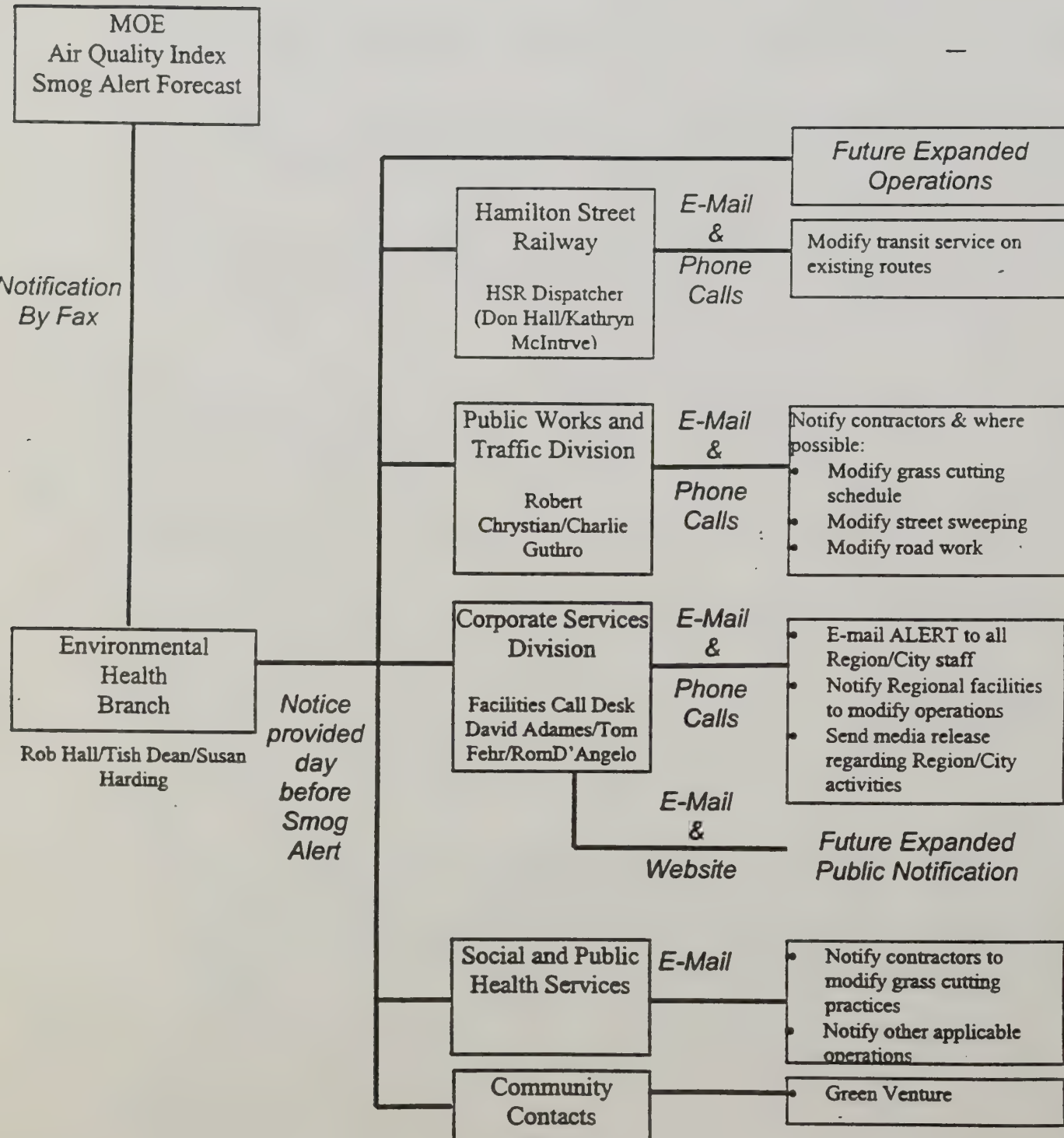
- Coordinating staff team alerts each other that a Smog Alert Day is coming (i.e. The day prior) which will then put into effect the communication plan. Protocol: Health Department representative sends e-mail to staff coordinating group.
- Global e-mail message alerting staff that the following day will be a Smog Alert Day and to review the fact sheet outlining action plan (refer staff to internal bulletin board and/or web site).
- Media Alert issued by Corporate Communications to local media.
- Information posted on the web site.

External:

- Media Alert

- Update Web site (including posting the media alert)
- Set up media interviews as appropriate

Appendix A: **Corporate Communications Network**



Appendix B: Corporate Responses to a Smog Alert

Department/Division	Operational Modifications	Comments
Corporate Services, Facilities Department Central Utilities Plant	<ul style="list-style-type: none"> - No filter changing on fan units - No use of substances that release fumes or vapour - No grinding of metal surfaces 	<ul style="list-style-type: none"> - Meetings will be set up with each Facility Administration to see what they would be able to accept and still provide their primary function, for example raising temperatures and shutting off equipment.
Corporate Services, Facilities Department Operations and Maintenance	<ul style="list-style-type: none"> - No filter changing on fan units - No painting - No grass cutting or weed trimming - No grinding of metal surfaces - No concrete repair - No outside sweeping operations - Servicemen will double-up in vehicles, where possible 	
Corporate Services, Facilities Department Operations and Maintenance Caretaking/Cleaning of City Hall/Court House	<ul style="list-style-type: none"> - No sweeping, dust mopping or dusting - Use of cleaning chemicals only where necessary - Restrict the use of aerosol deodorizers, polishes and cleaners - Staff are asked to carpool, where possible 	
Transportation, Operations and Environment, Hamilton Street Railway	<ul style="list-style-type: none"> - Provision of free transit - Modify/Extend/Increase services on existing routes - Fuel vehicles and buses overnight - Demand-responsive cab service in Stoney Creek and Glanbrook 	<ul style="list-style-type: none"> - Additional costs to the city were calculated to be a minimum of \$13,920 to a maximum of \$464,076 - The costs associated with the extra services \$66.83 per hour - Any extra hours worked using regular operators will result in higher overtime costs
Social and Public Health Services	<ul style="list-style-type: none"> - Postpone to the limited degree possible parks maintenance 	<ul style="list-style-type: none"> - Social and Public Health

	<ul style="list-style-type: none"> activities using gas powered equipment and spraying pesticides Request suppliers to postpone activities that contribute to fine particulate and ozone precursor emissions (e.g. road resurfacing, grass cutting, pesticide spraying, and painting). Delay or postpone the discretionary use of vehicles Notify contractors that may be performing work that generates smog (e.g. Painting) Encourage staff to commute or work at home on smog alert days. 	<ul style="list-style-type: none"> Services will notify their contractors to consider these actions on a smog alert day. The Division will develop the plan further in 2000.
Corporate Services, Facilities Department Utilities Planning Section	<ul style="list-style-type: none"> Suspend use of oil based paints, solvents and cleaners Restrict vehicle refueling between 10am and 3pm Restrict all sweeping during period between 10am and 3pm Restrict grass cutting to sports fields where safety is a concern Suspend all leaf blowing and gas powered trimming, between 10am and 3pm Suspend use of pesticides in parks and traffic islands No vehicle idling 	<ul style="list-style-type: none"> operations will be modified unless public safety is compromised.
Public Works and Traffic Safety Division	<ul style="list-style-type: none"> No vehicle idling Alert grass cutting contractors of smog advisory Reduce to suspend all grass cutting Reduce to suspend all non-essential travel Request co-operation of contractors to reduce equipment usage during advisories 	<ul style="list-style-type: none"> staff will be re-assigned to duties involving non-polluting equipment
Public Works and Traffic Operations	<ul style="list-style-type: none"> Suspend use of oil based products Restrict vehicle refueling between 10am – 3pm No vehicle idling Concrete recycling suspended Suspend day time street sweeping Suspend use of all non-essential gas/diesel powered tools and equipment during day time Suspend mail run activities and non-essential travel do not let vehicles idle more than necessary 	<ul style="list-style-type: none"> big asphalt crew may not be able to suspend use of products or suspend vehicle refueling and idling suspension will take place for other than emergencies
Public Works and Traffic		<ul style="list-style-type: none"> approximately \$1200 to be

King Control

	<ul style="list-style-type: none"> - expand bike patrol: use bikes in Queen West and Queen to Wellington - rotate 6 to 8 officers (volunteer) on the bikes during am and pm shifts 	<ul style="list-style-type: none"> - recouped in one to two weeks - fuel vehicles at the start of am shift and after 3:30 on the pm shift – no refueling between 10 am and 3 pm - Queen to Wellington area is compact, easily covered by bike patrol as well as Queen West. This could remove two vehicles from the road for a 16 hour period
Public Works and Traffic Culture and Recreation Golf Courses	<ul style="list-style-type: none"> - Use only essential gas fired equipment, suspend all other use - Essential use of equipment to be scheduled for early morning and only as required - Investigate new technology - Move toward electric powered equipment - Investigate night grass cutting 	
Public Works and Traffic Traffic Division	<ul style="list-style-type: none"> - Remove lines on roads during night shift - Suspend all pavement marking to night shift - Reduce vehicle idling where possible - Suspend all non-essential vehicle operation and mail runs - Where possible conduct only safety related sign and signal maintenance 	<ul style="list-style-type: none"> - for 1-2 day periods, and based on lost production, eligible staff could be allowed to use overtime or vacation. Remaining staff assigned to other duties. Lost production time to be made up could cost \$5,000-10,000 per 1-2 day event.

Appendix B: Corporate Long-Term Strategies to Reduce Smog

Department/Division	Operational Actions	Comments
Corporate Services, Facilities Department	<ul style="list-style-type: none"> - Continue procedure to replace equipment once it has reached the end of its life cycle with the most energy efficient available at the time of installation. - Continue extensive preventative maintenance on equipment to insure it is running as efficient as possible - The Building Automation systems in facilities that have this equipment are programmed to run only when required. 	
Public Works and Traffic		<ul style="list-style-type: none"> - Request Community Planning and Development to consult with all departments involved with external contractors to evolve a corporate position on language suitable for tender documents, contracts, etc. for voluntary and/or required cut backs - Request assistance from Community Planning and Development to incorporate into final report the need for a direction on policy issues that, if implemented, will help reduce contribution to poor air quality, i.e. Naturalization of park land, a traffic signal system designed to minimize stopping and congestion particularly on rush hour routes.

**DIVISIONAL SMOG RESPONSE PLAN
SUBMISSIONS**

COMMUNICATION PLAN: CORPORATE SMOG RESPONSE PLAN

Objectives:

- To communicate the Corporate Smog Response Plan to internal stakeholders (staff and Councillors), including the action plan for Smog Alert Days.
- To inform external stakeholders about the Corporate Smog Response Plan and what actions the Corporation will undertake on Smog Alert Days, including communications on Smog Alert Days themselves.
- To increase the awareness among internal and external stakeholders of smog and its health effects.
- To create strategies to communicate the on-going activities of the Hamilton Air Quality Initiative as it relates to the Smog Response Plan.

Audiences:

Internal:

- Regional and City Council.
- Municipal Staff.

External:

- Stakeholders (e.g. Provincial and Federal Government representatives, McMaster University, Mohawk College, School Boards, residents' associations).
- Residents of Hamilton-Wentworth.
- Media.

Key Messages:

- Hamilton-Wentworth, through both Regional Council and the Hamilton Air Quality Initiative Committee (HAQIC), is dedicated to improving air quality in the Region.
- Planning staff have consulted with internal departments as well as external stakeholders to create a comprehensive Corporate Smog Response Plan.
- There are significant health-related impacts to the community as a result of Smog. Smog refers to the thick and hazy air that occurs on some summer days. It is the combined reaction of gases and fine air particles that creates smog.

- In Hamilton-Wentworth, the priority pollutants to be reduced are inhalable and respirable particles (PM10 and smaller), sulphates (SO4) and ground level ozone (O3) and its pre-cursors nitrous oxide (NOx) and volatile organic compounds (VOCs).
- Smog Alert Days are declared, the Smog Alert Response Plan triggered, when the Air Quality Index (AQI) reaches 50 or more.
- Smog is particularly harmful to: children, seniors, pregnant women, people with heart and lung conditions and smokers. Health effects of smog include:
 - Eye, nose and throat irritation
 - Coughing, wheezing and shortness of breath
 - Lower resistance to infections
 - Can make heart and lung conditions worse and lead to hospitalization and premature death
- City/Region Smog Response Plan includes:
 - See Operational Plans.
- Residents do have a role to play in improving air quality in the region and can become involved in initiatives that include:
 - Reducing use of personal vehicles and taking public transit or using bicycles
 - Reducing energy consumption
 - Not using gas lawn mowers on Air Alert Days
 - Not using oil-based paints on Air Alert Days

Communications Liaison:

This is the representative from the City of Hamilton/Region of Hamilton-Wentworth Corporate Communications Department who is available to assist in both planning and implementing communications initiatives:

David Adames, Business Partner: 546-3146, e-mail: dadames@city.hamilton.on.ca

Media Spokespersons:

This is a list of representatives who can speak to the media in detail about HAQIC and it's the Corporate Smog Response Plan:

Staff:

Sonya Kapusin, Planning Department: 546-2014
David Adames, Corporate Communications: 546-3146

Strategy Tactics:

Internal:

- Meet with City/Region staff (Corporate Management Team first, then key Directors and Managers) to brief them on the Smog Response Plan.
- Advance education process for staff: Produce a newsletter outlining the Corporate Smog Response Plan, detailing the departmental responsibilities and action plans for Smog Alert Days and circulate to all staff. The employee paycheques have been tentatively booked for May 26 and June 2, 2000. The newsletter would be 8.5x11" double-sided format. Including the newsletter in employee pay cheques will ensure that each employee receives information about the Corporate Smog Response Plan and be informed about actions they can take on Smog Alert Days.
- Update the HAQI web site (linked to the Corporate Intranet for internal communications purposes), including posting the Corporate Smog Response Plan, with a special section devoted to Smog Alert Days that will inform staff of what actions they can take on Alert Days. Also, implement a feedback e-mail system on the web site to allow staff to report what actions they did take on Smog Alert Days.
- Create messages from the City Manager to be used on Smog Alert Days that can be e-mailed globally.
- Create a Fact Sheet in the form of a brochure for the Corporate Smog Response Plan (to include background information about smog, its health effects, the plan and what staff can do during smog alerts). Cost: \$700 (lay-out and printing costs)
- Develop a poster (11x17") that will be posted on department's internal bulletin boards. The poster will be used as an awareness building mechanism for the Corporate Smog Response Plan, and to direct staff to the fact sheet and web site. Cost: \$900 (lay-out and printing: quantity: 500).

External Tactics:

- Media Release issued in early May outlining the Corporate Smog Response Plan. Release to be posted on the Internet site.
- Media Alert: Template to be developed to use on Smog Alert Days notifying local media of what the City/Region are doing to address the Alert Day. Media Alert to be posted on the internet site.

- Web site: Update the Web site to promote the Corporate Smog Response Plan and include action plan for residents to contribute to reducing smog.
- Re-format the fact sheet brochure (the one used for staff communications) for resident use and make available in City/Region facilities.

Summary: Communication Tactics on Smog Alert Days:

- Internal:
 - Coordinating staff team alerts each other that a Smog Alert Day is coming (i.e. The day prior) which will then put into effect the communication plan. Protocol: Health Department representative sends e-mail to staff coordinating group.
 - Global e-mail message alerting staff that the following day will be a Smog Alert Day and to review the fact sheet outlining action plan. (refer staff to internal bulletin board and/or web site)
 - Media Alert issued by Corporate Communications to local media.
 - Information posted on the web site.
- External:
 - Media Alert
 - Update Web site (including posting the media alert)
 - Set up media interviews as appropriate

SMOG RESPONSE PLAN FOR TRANSIT

NOTIFICATION

HSR dispatch office at 528-4200 is open 24 hours per day. The dispatcher on duty will need to be informed by 4:00AM on the smog day and is the primary contact for Transit.

The dispatcher on duty will notify the Director of Transit, Manager of Fare and Revenue, the Manager of Operations and Manager of Communications via e-mail. Signs indicating a free transit day will be posted before the first bus leaves. Operators will be informed via radio ALL-calls periodically during the day.

The key media contact on Smog Days is to be the Director of Transit or his designate.

CORPORATE OPERATIONAL RESPONSES

The HSR will contribute to smog during its normal operations and any increased service will increase the contribution to smog on that day.

All regular and emergency maintenance needs to be continued for operational safety. Fueling already takes place overnight for the majority of vehicles. These are current operational procedures without any additional costs.

COSTS OF TRANSIT FOR SMOG DAYS

The Operational Smog Plan for 2000 recommends the following responses by Transit:

1. Provision of Free Transit

HSR revenue data indicate that the cost of providing free transit on smog days in June, July and August has not changed substantially since 1998. Additional costs to the city were calculated to **be a minimum of \$13,920 to a maximum of \$464,076 per year** depending on the number of smog days.

2. Modify / Extend / Increase Service on Existing Routes

Hours of work are "signed" according to the collective agreement. Altering hours of work can result in grievances. **Any extra hours worked using regular operators will result in higher overtime costs.**

Extras - impromptu additional service can be arranged to handle any increased ridership on smog days. The cost of each extra will include both vehicle and personnel costs. **The cost associated with an extra is \$66.83 per hour.**

Transcab service is contracted with a cab company. It is currently offered in Stoney Creek and Glanbrook. It is already demand responsive. Transcab to other areas to service their additional transit needs lead time to set up and is not feasible on a short-term notice.

OPERATIONAL RESPONSE CONCLUSION

Each of these proposed options does not consider losses - both financial and goodwill, to customers who continue to purchase monthly passes during the summer months. Their loss cannot be compensated other than by reducing their costs for subsequent monthly passes.

MONITORING / REPORTING

Without the farebox revenue, HSR cannot reliably measure any additional public response.

In the long term, the continuation of the program to replace older vehicles with more fuel-efficient natural gas vehicles will contribute the most to the reduction of smog contributed by public transit.

**FACILITIES DEPARTMENT
CENTRAL UTILITIES PLANT SECTION
SMOG RESPONSE PLAN**

The facilities Department requires a minimum 24-hour notification to respond to an Air Quality advisory.

The main contact number to call for an Air Quality Advisory Episode is the Facilities call desk at 546-2784. When reported to this number the three sections of Facilities will be informed of the Alert. Central Utilities Plant, Operations and Maintenance, Facilities Planning.

The main contact for the Facilities Department is Tom Fehr and can be reached at 546-4029 or cell phone at 973-4169. The alternate for the department will be Rom D'Angelo and can be reached at 540-5172 or cell phone at 971-5783.

For the Facilities Department Robert Desnoyers will be the key contact to speak to the media and can be contacted at 546-2180.

We will use the following means to inform staff of an Air Quality Alert, e-mail, phone, two-way radio.

The facilities Department has three main sections that have the capability of generating smog, Central Utilities Plant, Operations and Maintenance, Facilities Planning.

The Central Utilities Plant maintains and operates the mechanical equipment for the following down town Facilities, Copps coliseum, Main Library, Farmers Market, Convention Centre, Hamilton Place, Central Utilities Plant, City Hall, Parking Garage.

At this time the only action that can be taken is in the maintenance section of the responsibilities that the Central Utilities Plant has for mechanical equipment in the above mentioned Facilities. The following is the action that will be taken on an Air Quality Advisory Alert:

- No filter changing on Fan units will take place.
- No substances will be used that release fumes or vapour in to the air
- No grinding of metal surfaces will be allowed.

For the above mentioned actions or modifications Tom Fehr is responsible.

There is no cost to differ this work till after the Air Quality Alert.

If further reductions and additional action required to reduce ground based smog such as raising temperatures, shutting off equipment, meetings would have to be set up with each Facility Administration to see what they would be able to except and still provide their primary function.

Each of the Three sections of the Facilities Department will report to Tom Fehr as to what action was taken during the Air Quality Alert to reduce ground-based smog. This information will be reviewed and suggestions and recommendations to improve each section will be developed.

The Facilities Department has had a long standing procedure to replace equipment once it has reached the end of its life cycle with the most energy efficient available at the time of installation.

The department also does extensive preventative maintenance on equipment to insure it is running as efficient as possible.

Through the Building Automation systems in facilities that have them equipment is time programmed to only run when required, as facilities undergo major retrofit these types of systems are installed.

The following is the action that will be taken on Smog Alert:

Facilities Planning Section:

- notify by fax/telephone/e-mail any contractors that may be performing work that generates smog (eg. Painting).
- Encourage staff to commute or work at home that day

Operations and Maintenance Section:

- no filter changing on fan units
- no painting
- no grass cutting or weed trimming
- no grinding of metal surfaces
- no concrete repair
- no outside sweeping operation
- where possible, double-up in vehicles

Building Services:

- No sweeping, dust mopping or dusting
- Use of cleaning chemicals only where necessary
- Restrict the use of aerosol deodorizers, polishes & cleaners
- Staff will be asked to car pool, where possible

SOCIAL AND PUBLIC HEALTH SERVICES SMOG RESPONSE PLAN

The main contact to receive notification from the Ministry of the Environment is Robert Hall (Alternate: Tish Dean 546-3571 and Susan Harding Cruz 546-3576). Social and Public Health Services will send notification to all in the communications network and other branches of the Social and Public Health Services Division. The following actions will be considered:

- postpone, to the limited degree possible, parks maintenance activities using gas powered equipment and spraying pesticides
- Request supplier to postpone activities that contribute to fine particulate and ozone precursor emissions (eg. Road resurfacing, grass cutting, pesticide spraying, and painting) where operationally feasible
- Delay or postpone the discretionary use of vehicles

The Division will continue to work on a more detailed plan for each of its 10 departments.

DEPARTMENT OF PUBLIC WORKS AND TRAFFIC

SMOG RESPONSE PLAN

A. Notification Procedure

- *What is the earliest time that the department needs notification in order to make adjustments for an advisory episode?*

The Department's needs re notification are greater than what the Ministry is capable of providing, hence operationally, decisions will be made immediately following receipt of notice, expected at least one day in advance.

- *Who will be the main contact person in the division and department to receive the advisory and advise staff to prepare for operational modifications?*

Bob Chrystian, Manager of Parks

Phone - 546-4334

Fax - 546-3972

e-mail - bchrysti@city.hamilton.on.ca

- *Who will be the alternate contact in the division and department in the event the main contact is absent?*

Charlie Guthro, Acting Commissioner of Public Works and Traffic

Phone - 546-4337

Fax - 546-3972

e-mail - cguthro@city.hamilton.on.ca

- *Who will be the key contact to speak to media regarding operational responses on air quality advisory days?*

Bob Chrystian

Alternate - Charlie Guthro

- *What communication means will be used to notify staff of air quality advisories? Note: Environmental Health Branch currently notifies divisional contacts via e-mail.*

e-mail

two-ways

phone

B. See attached chart – entitled: "Department of Public Works and Traffic, Air Quality Advisory Response Plan"

C. Monitoring/Reporting Procedures

- *How will the department monitor the response program?*

For purposes of consistency within the Corporation, it is recommended that the Community Planning and Development Department establish a set of guidelines / criteria that may be relevant and useful in determining / assessing the appropriateness / effectiveness of the program(s).

For the purpose of recording compliance with the Department's plan, Divisional representatives will be requested to confirm with the Departmental contact that required actions were taken.

- *How will the department report results and suggested improvements to the plan?*
- *Identify long term actions that will be undertaken by the department to reduce smog-causing pollutants beyond the advisory days.*

It is difficult to report results and / or identify long term actions without the benefit of empirical data that measures the environmental benefit of actions taken. In other words, as an example, how much pollutant is added to the environment from an idling engine over a 15 minute period. If all we have is anecdotal information and a "gut" feel that what we're doing is beneficial then the short and long term buy-in will only be sporadic and token.

Based on the above, the Community Planning and Development Department is requested to work with implementing operations departments to establish a program for determining / measuring the effectiveness of various initiatives with necessary funding of staff resources to conduct the appropriate.

DEPARTMENT OF PUBLIC WORKS AND TRAFFIC

AIR QUALITY ADVISORY RESPONSE PLAN

Division	1999 Smog Advisory Initiatives	2000 Strategy	Potential Cost Implications	Comments / Issues
<p>PARKING SERVICES</p> <p>Attention: M. Hazel, Manager of Parking Services</p>		<p>NEW FOR 2000</p> <p>Restrict vehicle refueling between 10 am to 3:00 pm.</p> <p>No vehicle idling.</p> <p>Reduce day time garage sweeping.</p> <p>Suspend use of all non-essential gas powered tools and equipment during day time.</p> <p>Suspend use of oil based paints, solvents, cleaners.</p> <p>Suspend grass cutting.</p> <p>Suspend all pavement marking to night shift.</p>		

DEPARTMENT OF PUBLIC WORKS AND TRAFFIC

AIR QUALITY ADVISORY RESPONSE PLAN

Division	1999 Smog Advisory Initiatives	2000 Strategy	Potential Cost Implications	Comments / Issues
TRAFFIC DIVISION Attention: M. White, Superintendent of Traffic Operations	<ul style="list-style-type: none"> - remove lines on roads during night shift - conduct pavement marking primarily during night shift 	<ul style="list-style-type: none"> - same actions to be repeated REVISED FOR 2000 - suspend all pavement marking to night shift NEW FOR 2000 - reduce vehicle idling where possible - suspend all non-essential vehicle operation and mail runs - where possible conduct only safety related sign and signal maintenance 	<ul style="list-style-type: none"> - for 1-2 day periods, and based on lost production, eligible staff could be allowed to use overtime or vacation. Remaining staff assigned to other duties. Lost production time to be made up could cost \$5,000*- 10,000 per 1-2 day event 	

DEPARTMENT OF PUBLIC WORKS AND TRAFFIC

AIR QUALITY ADVISORY RESPONSE PLAN

Division	1999 Smog Advisory Initiatives	2000 Strategy	Potential Cost Implications	Comments / Issues
PARKS DIVISION Attention: W. Plessl, Co-ordinator Park Development and Maintenance P. Booker, Superintendent Floriculture and Special Events	- suspend use of oil based paints, solvents, - cleaners - restrict vehicle refueling between 10:00 a.m. - 3:00 p.m. 	- same actions to be repeated REVISED FOR 2000 - restrict all sweeping during period between 10:00 a.m. and 3:00 p.m. - restrict grass cutting to sports fields where safety is a concern - suspend all leaf blowing and gas powered trimming, between 10:00 a.m. and 3 p.m. - suspend use of pesticides in parks and traffic islands NEW FOR 2000 - no vehicle idling		- unless public safety is compromised
	- postpone sweeping of pathways unless public safety's compromised - suspend grass cutting, trimming and leaf blowing in all satellite locations			
	- suspend use of herbicides and pesticides 			

DEPARTMENT OF PUBLIC WORKS AND TRAFFIC

AIR QUALITY ADVISORY RESPONSE PLAN

Division	1999 Smog Advisory Initiatives	2000 Strategy	Potential Cost Implications	Comments / Issues
<p>CULTURE AND RECREATION GOLF COURSES</p> <p>Attention: B. Moffatt, Manager of Facility Operations</p>	<p>- use only essential gas fired equipment - suspend all other use</p> <p>.....</p> <p>.....</p>	<p>- same actions to be repeated</p> <p>..... REVISED FOR 2000</p> <p>- essential use of equipment to be scheduled for early morning and only as required</p> <p>..... NEW FOR 2000</p> <p>- Investigate new technology - move toward electric powered equipment - Investigate night grass cutting</p>		

DEPARTMENT OF PUBLIC WORKS AND TRAFFIC

AIR QUALITY ADVISORY RESPONSE PLAN

Division	1999 Smog Advisory Initiatives	2000 Strategy	Potential Cost Implications	Comments / Issues
OPERATIONS Attention: A. Dore, Superintendent of Operations R. Yanke, Superintendent of Operations R. Gadawski, Superintendent of Forestry and Special Projects	<ul style="list-style-type: none"> - suspend use of oil based products - restrict vehicle refueling between 10:00 a.m. - 3:00 p.m. - no vehicle idling - concrete re-cycling curtailed - reduce day time street sweeping - suspend use of gas powered equipment, where possible - minimize supervisory and mail run activities 	<ul style="list-style-type: none"> - same actions to be repeated REVISED FOR 2000 - concrete re-cycling suspended - suspend day time street sweeping - suspend use of all non-essential gas/diesel powered tools and equipment during day time - suspend mail run activities and non-essential travel NEW FOR 2000 		<ul style="list-style-type: none"> - big asphalt crew may not be able to do this - other than emergencies

DEPARTMENT OF PUBLIC WORKS AND TRAFFIC

AIR QUALITY ADVISORY RESPONSE PLAN

Division	1999 Smog Advisory Initiatives	2000 Strategy	Potential Cost Implications	Comments / Issues
CEMETERY DIVISION Attention: R. Zbuckl Manager of Cemeteries	<ul style="list-style-type: none"> - no vehicle idling - alert grass cutting contractors of smog advisory - reduce non-essential grass cutting - minimize vehicle usage 	<ul style="list-style-type: none"> - same actions to be repeated REVISED FOR 2000 - reduce to suspend all grass cutting - reduce to suspend all non-essential travel NEW FOR 2000 - request co-operation of contractors to reduce equipment usage during advisories 		<ul style="list-style-type: none"> - staff to be re-assigned to duties involving non-polluting equipment

DEPARTMENT OF PUBLIC WORKS AND TRAFFIC

AIR QUALITY ADVISORY RESPONSE PLAN

Division	1999 Smog Advisory Initiatives	2000 Strategy	Potential Cost Implications	Comments / Issues
PARKING CONTROL		NEW FOR 2000		<p>Fuel vehicles at the start of am shift and after 3:30 pm on the pm shift - no refuelling between 10 am and 3 pm.</p> <p>Queen to Wellington area is compact, easily covered by bike patrol as well as Queen West. This could remove 2 vehicles from the road for a 16 hour period.</p>
		Do not let vehicles idle more than necessary.		
		<p>Expand bike patrol: use bikes in Queen West and Queen to Wellington:</p> <p>Rotate 6 to 8 officers (volunteer) on the bikes am and pm shifts.</p>		

DEPARTMENT OF PUBLIC WORKS AND TRAFFIC

AIR QUALITY ADVISORY RESPONSE PLAN

Division	1999 Smog Advisory Initiatives	2000 Strategy	Potential Cost Implications	Comments / Issues
ALL DIVISIONS		<ul style="list-style-type: none"> - Request community Planning and Development to consult with all Departments involved with external contractors to evolve a corporate position on language suitable for tender documents, contracts etc. for voluntary and/or required cut backs - Request assistance from Community Planning and Development to incorporate into final report the need for direction on policy issues that, if implemented, will help reduce contribution to poor air quality, i.e. <ul style="list-style-type: none"> - naturalization of park land - a traffic signal system designed to minimize stopping and congestion particularly on rush hour routes 		
	<p>.....</p> <p>.....</p>	<p>.....</p> <p>REVISED FOR 2000</p> <p>.....</p> <p>NEW FOR 2000</p>		

CITY OF HAMILTON

- RECOMMENDATION -

DATE: June 5, 2000
File No. TEC-042 -00 / Author: Various

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charles Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: Routine Amendments to the City Traffic By-law 89-72
Transport and Environment Committee Meeting – June 19, 2000
(PWT00106)

RECOMMENDATION:

That the requests for routine amendments listed herein be approved and that an appropriate by-law to amend the City Traffic By-law 89-72 be passed and enacted.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Mat. B. Heel for
C Guthro

Transition Board approval is not required.

BACKGROUND:

Staff has received several requests/petitions for routine changes to existing on-street parking regulations and/or intersection control on City streets. Staff has investigated and concurs with the following requests.

1. Ward 1

- (a) Alderman Mary Kiss and Alderman Marvin Caplan have forwarded a request from area residents that the existing "1/2 Hour Parking Time Limit, 8:00 am to 6:00 pm, Monday to Friday" regulation on the south side of Herkimer, east of Locke, be removed as the adjacent property is presently vacant.

2. Ward 2

- (a) Staff has received a petition signed by representatives of 12 of the 18 homes abutting Hughson between Barton and Murray requesting that a "Permit Parking" regulation be implemented on both sides of the street in this block. A maximum of 14 permits can be issued to the residents.

- (b) The Hamilton Street Railway has requested that the existing bus stop on the north side of Duke, west of James, be relocated to a mid-block location on the north side of Duke, east of MacNab. The subject bus stop was relocated on a trial basis several months ago and to date, no concerns have been identified.
- (c) Alderman Ron Corsini has requested the removal of the evening rush hour stopping prohibition on the north side of Burlington between James and Bay. Staff concurs with this request and also recommends that the morning rush hour stopping prohibition be removed, in this area.
- (d) As a result of concerns raised at a recent public meeting convened by Aldermen Andrea Horwath and Ron Corsini, staff is recommending that three-way stop control be implemented at the intersection of Mary and Murray.
- (e) As a result of concerns raised at a recent public meeting convened by Aldermen Andrea Horwath and Ron Corsini, and a subsequent staff review, it is recommended that Burlington between Mary and Ferguson and Mary between Burlington and Barton be removed from the City's Truck Route system.

3. **Ward 3**

- (a) Mrs. Elisa Cesa, 127 Balmoral Avenue North, has requested that a "Wheelchair Loading Zone, 7:00 am to 4:00 pm, Monday to Friday" regulation be implemented on the west side of Balmoral in front of her home to accommodate her daughter who requires the use of wheelchair accessible transportation.
- (b) Staff has received a petition signed by representatives of 13 of the 18 homes abutting Lorne between Maplewood and Afton requesting that the recently implemented full-time "Permit Parking" regulation on the east side of Afton be changed back to a "Permit Parking, 8:00 am to 5:00 pm, Monday to Friday" regulation. Twelve of the residents are in favour and one is opposed to changing the regulation back. Seven of the residents had signed the original petition in favour.
- (c) Mr. Gerald Metcalf, 290 Grosvenor Avenue North, has requested that a reserved "Permit Parking" regulation be implemented on the west side of Grosvenor at No. 295, across the street from his home, since he is disabled. In 1997, Mr. Metcalf was granted a reserved parking space on the east side of the street in front of his home, however, he has since advised of a need for a space on the west side due to the existing "Alternate Side Parking" regulation. Ms. Nunes, 295 Grosvenor Avenue North, supports the request.

- (d) Ms. Diana Rychlik, 81 Case Street, requests that a reserved "Permit Parking" regulation be implemented on the north side of Case, east of Barnesdale, directly in front of her home, since she is disabled. Staff has confirmed that Ms. Rychlik satisfies all criteria attendant to this regulation.
- (e) Hal Warwick, 25 East Avenue North, has requested the implementation of a "Wheelchair Loading Zone, 9:00 am to 6:00 pm, Seven Days a Week" regulation on the west side of East, directly in front of his home, as his wife requires the use of DARTS vehicles.
- (f) Bob Filmore, Maintenance Supervisor, Voith Fabrics, 240 Lottridge Street, has requested that a "No Parking" driveway clearance be implemented on the west side of Lottridge, opposite their driveway, to facilitate turning movements of trucks accessing their driveway. A representative of Hotz Environmental, 239 Lottridge Street, has advised that they support the implementation of the requested regulation in front of their property.
- (g) Staff has received a petition signed by representatives of all five of the homes abutting Birge between East and Emerald requesting that the existing "No Parking" regulation be switched from the south side to the north side in this block to improve access to their driveways. All five of the residents that signed the petition are in favour of switching the regulation.
- (h) Staff has received a petition signed by representatives of 18 of the 23 homes abutting Balsam between Barton and Beechwood requesting that the existing "Three Hour Parking Time Limit, 8:00 am to 6:00 pm, Monday to Saturday" regulation be removed from both sides of the street in this block. All 18 of the residents that signed the petition are in favour of removing the regulation.
- (i) Alderman Dennis Haining has requested that the existing eastbound and westbound stop control be removed from the four-leg intersection of Burris and Cumberland. The subject intersection is presently controlled by an all-way stop. Staff has investigated this request and has no serious objections.

4. Ward 4

- (a) Staff has received a petition signed by representatives of 21 of the 30 abutting homes on Cannon between Robins and Kenilworth, requesting that the existing full-time "No Parking" regulation be removed. The existing "No Stopping, 4:00 pm to 6:00 pm, Monday to Friday" regulation will remain in effect, and a "No Parking, 2:00 am to 7:00 am, Seven Days a Week" regulation will be implemented to accommodate street maintenance operations.

SUBJECT:

Routine Amendments to the City Traffic By-law 89-72
Transport and Environment Committee Meeting
June 19, 2000 (PWT00106)

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- (b) Victor Mills, 150 Glow Avenue, has requested that a "No Parking" regulation be implemented on the south side of Glow, adjacent to the walkway to Glow Park, to improve visibility of children accessing the park. Representatives of the three properties abutting this area support the implementation of the requested regulation.
- (c) Alderman Dave Wilson has forwarded a petition signed by representatives of seven of the ten homes abutting Robins between Barton and Newlands requesting that the existing "Permit Parking" regulation on the west side of the street be removed. All seven of the residents are in favour of removing the subject regulation.

5. Ward 5

- (a) Alderman Chad Collins has forwarded a petition signed by representatives of 14 of the 23 homes abutting Tara requesting that the existing "Alternate Side Parking" regulation be removed from the street to allow unrestricted parking on both sides. Staff has contacted two additional residents. All 16 residents are in favour of removing the subject regulation.
- (b) Alderman Chad Collins has forwarded a petition signed by seven of the nine homes abutting Greenhill between National and Tommar requesting that the existing full-time "No Parking" regulation be removed from the west side of the street in this area. All seven residents are in favour of removing the regulation to allow unrestricted parking during the day.

6. Ward 6

- (a) Alderman Bob Charters has forwarded a petition signed by representatives of seven of the eight properties abutting Locheed between Landron and Paris requesting that a full-time "No Parking" regulation be implemented on the west side Locheed in this block. All seven of the residents support the requested regulation.
- (b) Alicia Hewitt, 75 East 31st Street, has requested that a "Wheelchair Loading Zone, 8:00 am to 4:00 pm, Monday to Friday" regulation be implemented on the east side of East 31st, directly in front of her home, since her daughter requires the use of DARTS vehicles.

SUBJECT:

Routine Amendments to the City Traffic By-law 89-72
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- (c) Staff has received a petition signed by representatives of five of the seven residential properties abutting the easterly end of Rosanne requesting that the "No Parking" regulation be restored to both sides of Rosanne between Palmer and the west property line of No. 7 Rosanne. All five of the residents support re-instating the subject regulation.

7. Ward 7

- (a) Charolynn Talarico, 36 Arrowhead Drive, has requested that westbound stop control be implemented at the "T" type intersection of Arrowhead and Upper Wentworth.

MBH/kag

CITY OF HAMILTON

-RECOMMENDATION-

DATE: June 6, 2000
Author: R.P. Meiers

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: C. Guthro, Acting Commissioner
Department of Public Works and Traffic

SUBJECT: **Proposed Alteration of Strachan Street from Bay Street
North to Approximately 85m Easterly (PWT 00119)**

RECOMMENDATION:

- (a) That the proposed alteration of Strachan Street from Bay Street North to approximately 85m easterly by realigning the roadway and widening the pavement from an existing width of 8.7m to a proposed width varying from 8.7m to 15.9m as shown on Appendix "A" be advertised under Section 300 of The Municipal Act being Chapter M.45 of the Revised Statutes of Ontario 1990.
- (b) That the Commissioner of Public Works and Traffic prepare the necessary By-law in a form satisfactory to Corporate Counsel and advertised by the Municipal Clerk.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Mark B. Heil for
C Guthro

Transition Board approval is not required.

The estimate to realign Strachan Street is \$341,000 to be funded under the Region's Downtown Initiatives Account.

BACKGROUND:

The road realignment of Strachan Street was first shown publicly on the West Harbourfront Development Study (WHDS) Conceptual Master Plan, June 1995. This plan was presented to the public at several general public meetings, to 30

**Proposed Alteration of Strachan Street from Bay Street North to
Approximately 85m Easterly (PWT 00119)**

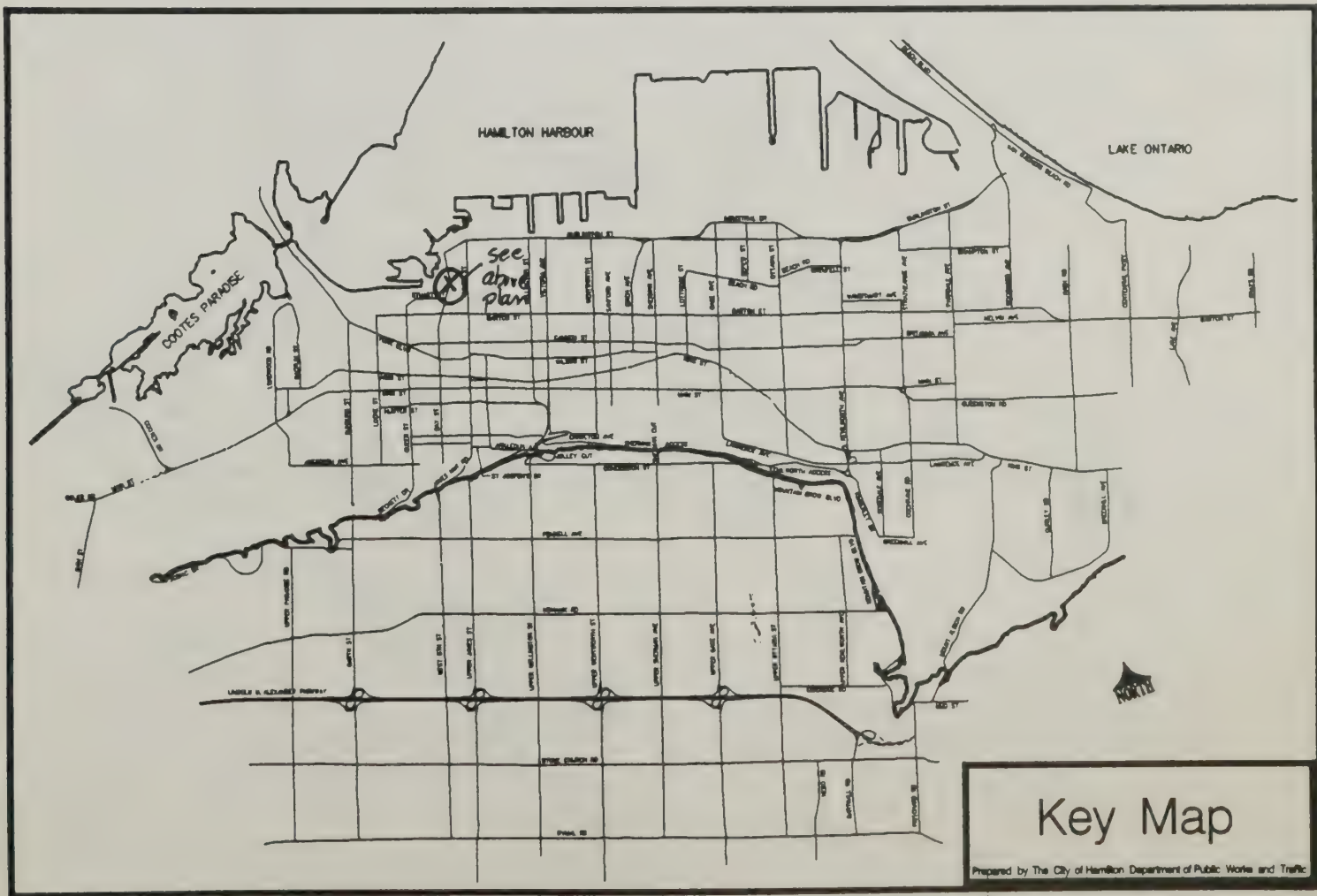
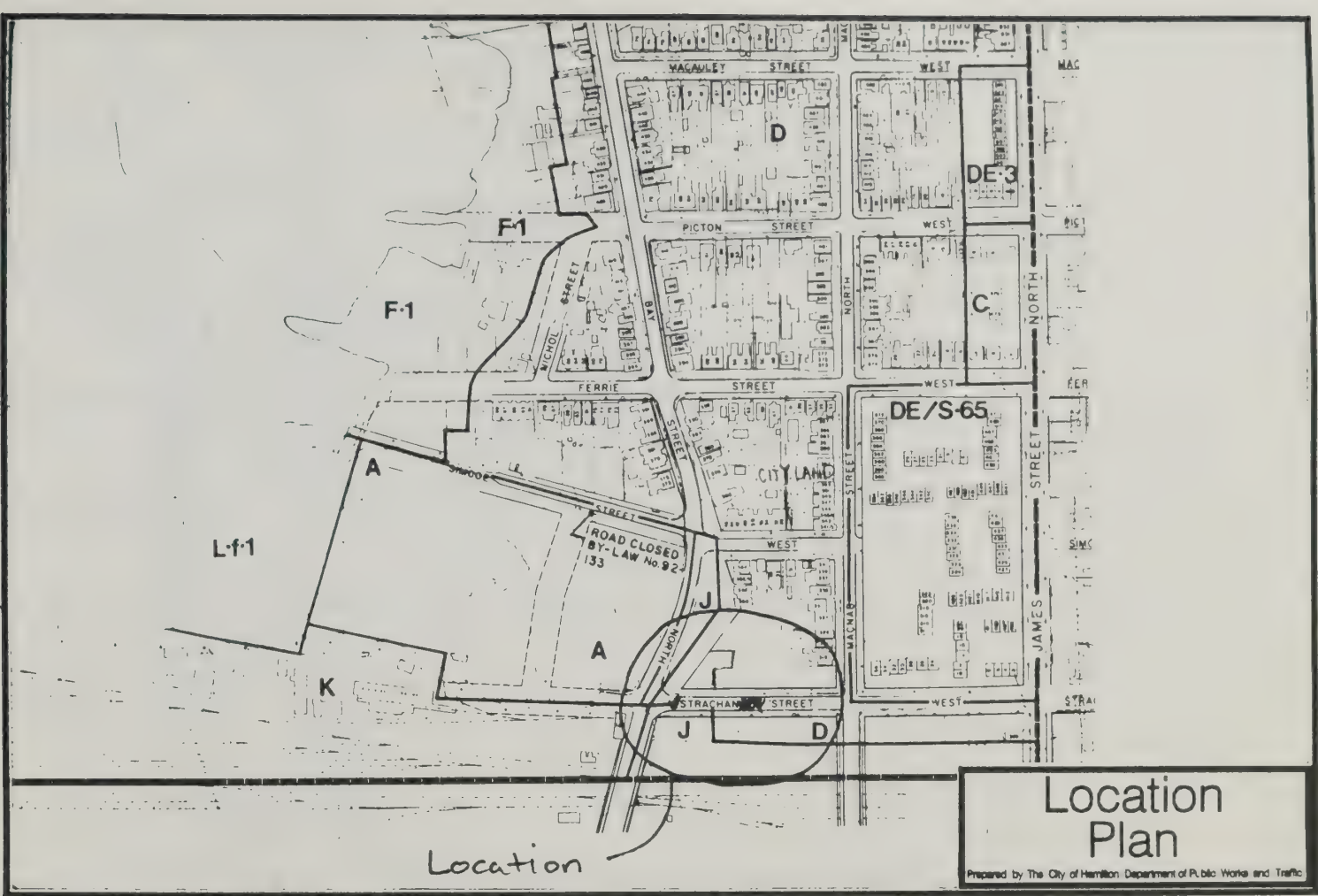
stakeholder groups and published in the "Imagine..." brochure, the WHDS Final Report and in the marketing brochure.

Two trees will be removed due to the road alteration. One is an 8" diameter mountain ash which is dead and the other is a 26" diameter chestnut in poor condition.

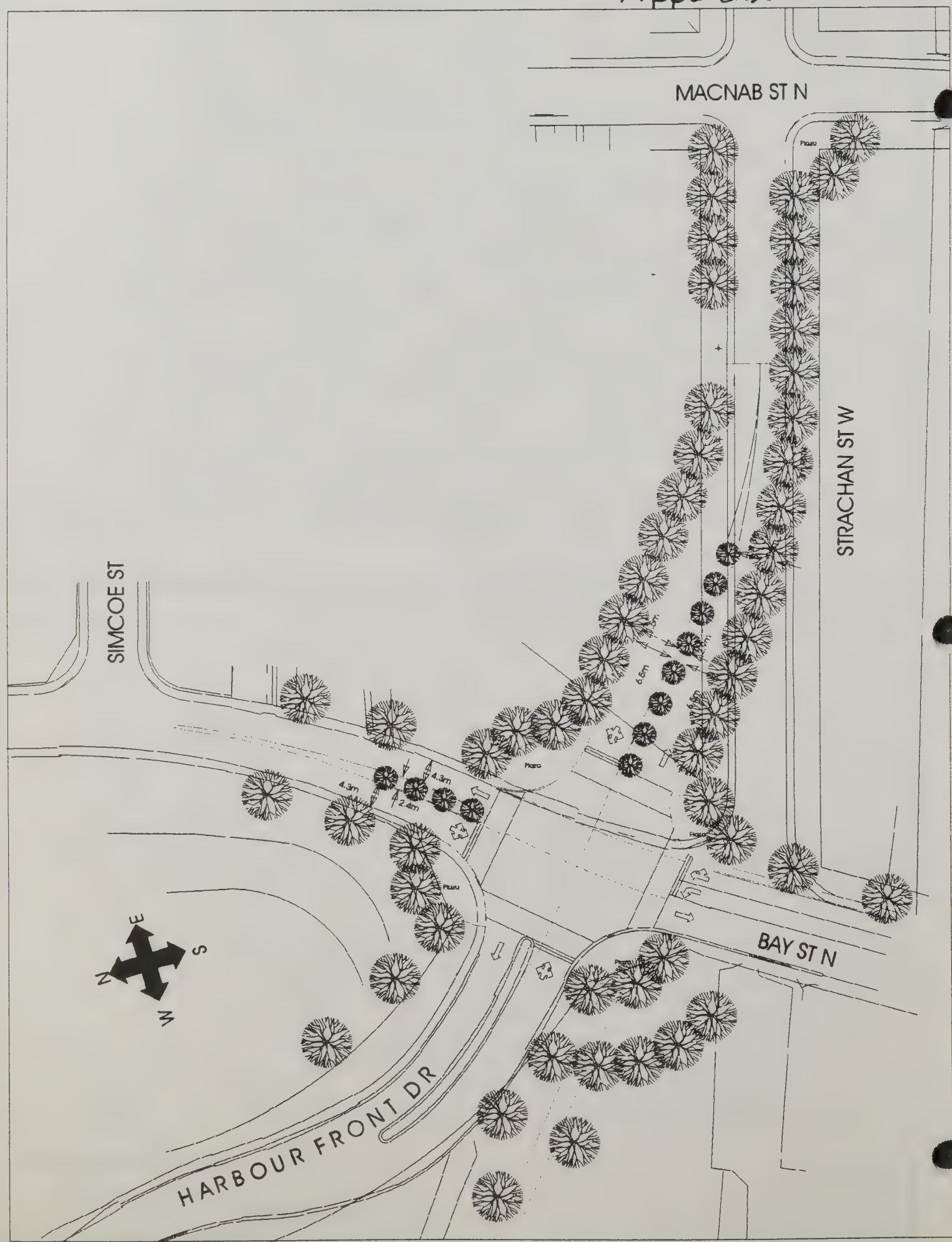
The Municipal Act requires a roadway alteration to be advertised for four consecutive weeks in the Hamilton Spectator.


RPM/rb
Attach.

c.c. A. Leitch, General Manager, Transportation, Operations & Environment



Appendix "A"



CITY OF HAMILTON

- RECOMMENDATION -

DATE: April 27, 2000
File No: TEC-039-00 / Author: G. Kirchknopf

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charlie Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: Neighbourhood Watch Program for the Ainslie Wood East Neighbourhood (PWT00101)

RECOMMENDATION:

- (a) That the Ainslie Wood East Neighbourhood be designated as a Neighbourhood Watch Area; and
- (b) That Neighbourhood Watch signs for the Ainslie Wood East Neighbourhood be erected and maintained by the Department of Public Works and Traffic, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and
- (c) That the necessary funds be charged to the Neighbourhood Watch Program, Account No. COHAM-55301-466010.

Charles Guthro

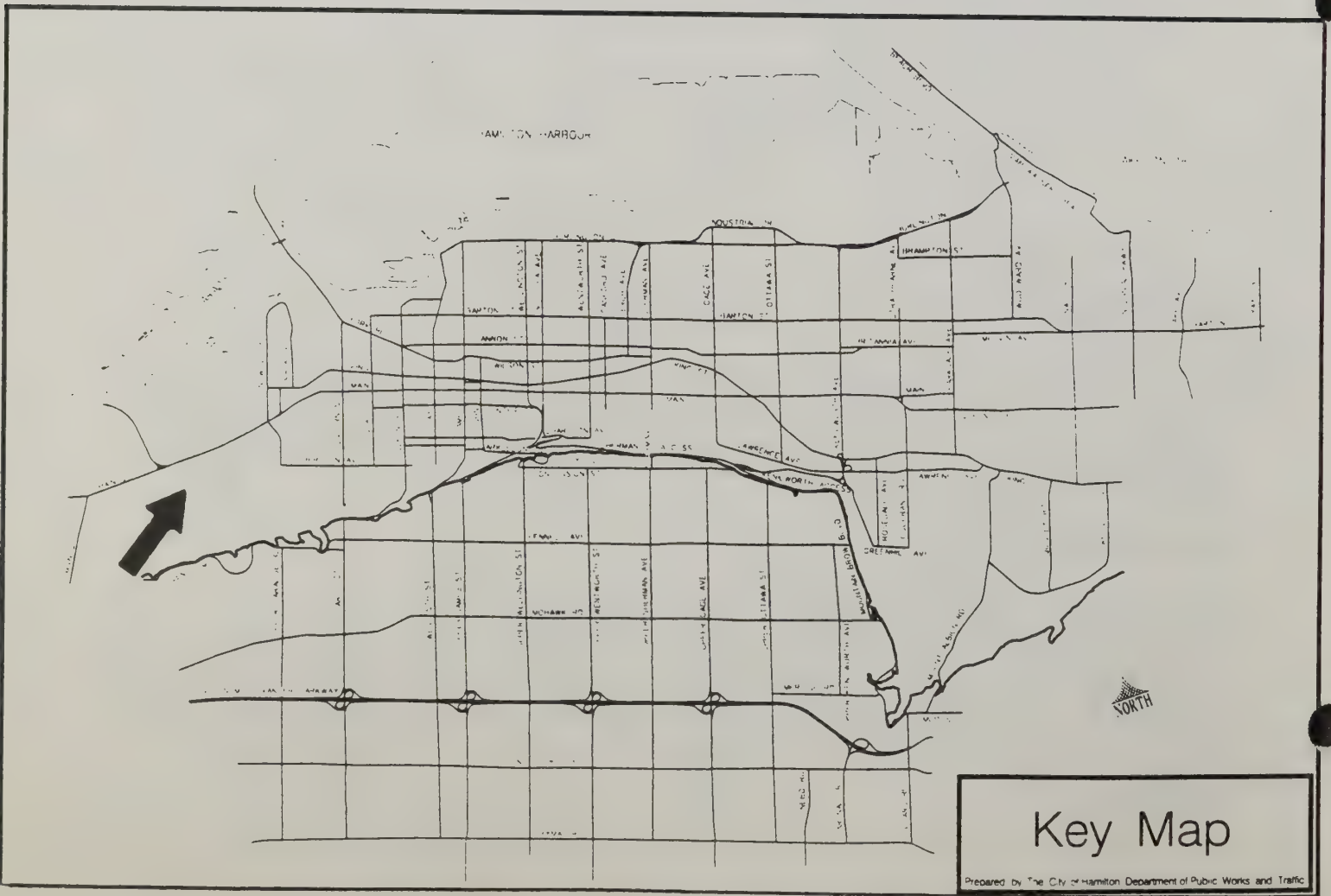
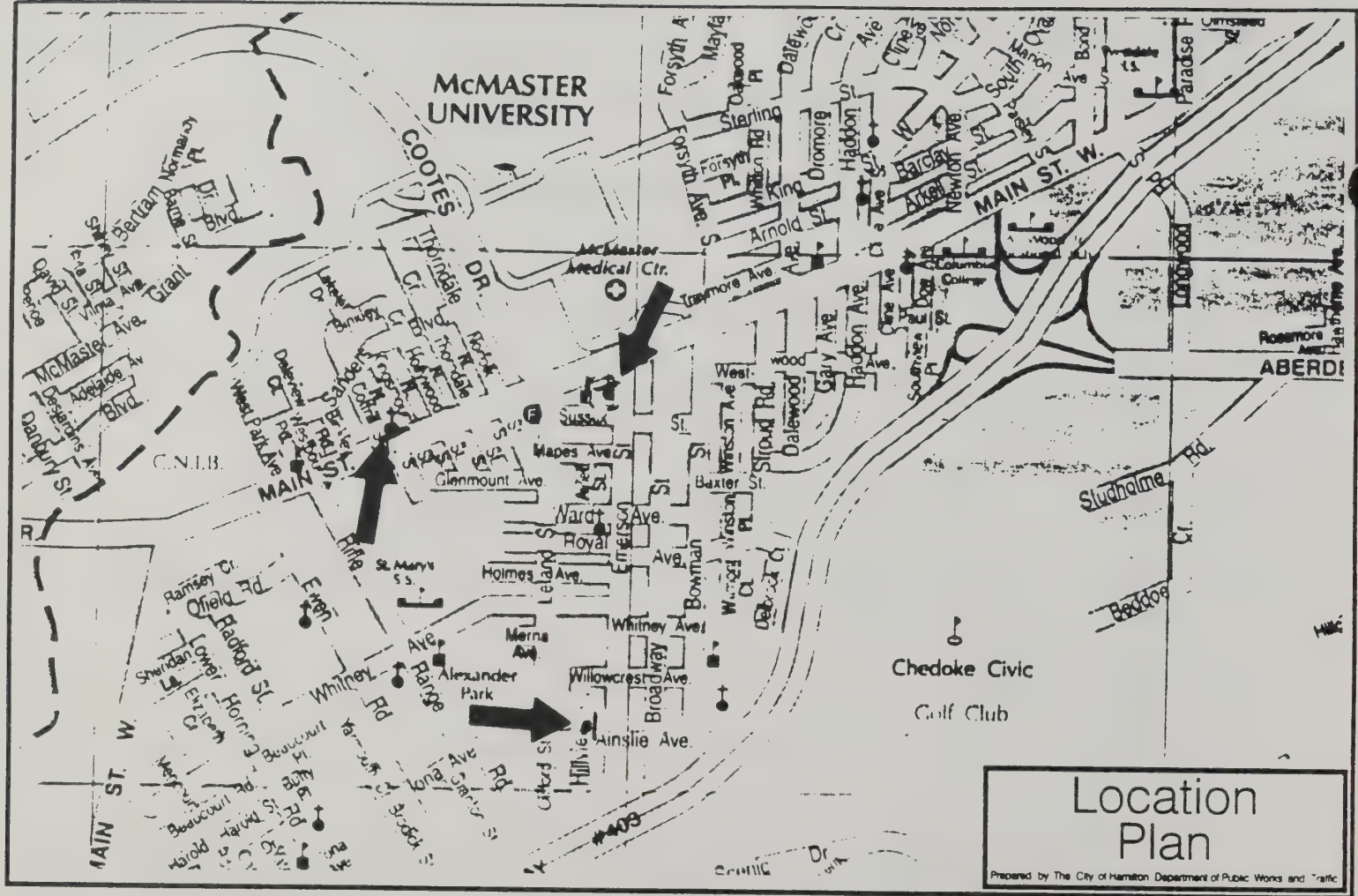
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Transition Board approval is not required. The estimated cost of the signs is \$450 and funds are available for this purpose in the Neighbourhood Watch Program account. The balance remaining in the Neighbourhood Watch Program account would then be approximately \$2,250.

BACKGROUND:

The Regional Police Department has confirmed that the Ainslie Wood East Neighbourhood has an active Neighbourhood Watch Program and has requested that the neighbourhood be signed accordingly, as per attachment. Sufficient funds are available for the erection of Neighbourhood Watch signs in this neighbourhood. Therefore, staff concurs with this request.

104. *[Signature]*
GK/MBH/str



CITY OF HAMILTON

- RECOMMENDATION -

DATE: May 30, 2000
Author: R. W. Chrystian

REPORT TO: Chairman and Members
Transportation and Environment Committee

FROM: C. Guthro, Acting Commissioner
Department of Public Works and Traffic

SUBJECT: Street Vendor Operation – Mr. Tom Anderson (PWT00112)

RECOMMENDATION:

That the street vendor location at the southeast corner of York and Bay Streets, awarded to Mr. Tom Anderson, be made subject to the following:

- i) The period of operation to commence January 1, 2000 and expire December 31, 2000.
- ii) The 2000 fee for this location be \$2,200.
- iii) The products offered for sale are approved by the Hamilton-Wentworth Regional Health Department.
- iv) Mr. Anderson submit an Operational Plan indicating a schedule of working hours.
- v) Mr. Anderson enter into a legal agreement satisfactory to Corporate Counsel.
- vi) The Municipal Clerk and Mayor be authorized to execute the necessary agreement.

Mark B. Hayd
for C. Guthro.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Transition Board approval is not required.

Following the City Council decision to award the subject site to Mr. Anderson, payment in the amount of \$2,200 was received. In accordance with standard conditions of approval, a \$500 performance surety will be required as part of the legal agreement entered into by Mr. Anderson with the City.

Street Vendor Operation – Mr. Tom Anderson (PWT00112)

BACKGROUND:

At its meeting of December 14, 1999 City Council approved Section 6 of the Ninth Report of the Transport and Environment Committee, as follows:

6. Hot Dog Vendor Program

That Mr. Tom Anderson be granted permission to operate his street vendor cart at the southeast corner of York and Bay Streets at a fee of \$2,200 and that HECFI be advised accordingly.

As with other street vending operators, Mr. Anderson is required to enter into an agreement with the City. This report provides the necessary direction and authorization for staff to proceed with this matter. For his part, Mr. Anderson has made payment, submitted proof of insurance, Health Unit approval and WCB certification. Execution of the necessary agreement remains outstanding.

Upon expiration of this approval period of operation, it is anticipated that Mr. Anderson will submit a bid proposal for purpose of renewing his access to this location.

RWC/mc

cc: R. Sabo, Assistant Corporate Counsel
N. Kelly, Purchasing Division
P. Booker, Superintendent of Floriculture and Special Events

- RECOMMENDATION -

DATE: 2000 May 25

REPORT TO: Chairman and Committee Members
Transport and Environment Committee

FROM: C. Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: Declaration of Surplus Property – 583 Upper Wellington St.
Municipal Carpark #9a (PWT 00110)

RECOMMENDATION:

- (a) That 583 Upper Wellington Street, Municipal Carpark #9a, described as Lot 27 and part of Lot 26, Plan 572, be declared surplus to the requirements of the City of Hamilton in accordance with Real Property Sales Procedural By-law No. 95-049; and,
- (b) That the Real Estate Division be authorized and directed to sell this property in accordance with the Real Property Sales Procedural By-law No. 95-049.



C. Guthro

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The sale of the subject lands will eliminate the financial burden on the Public Works & Traffic Department, Parking Services for the costs of ongoing management, maintenance and repairs. The lot is currently under utilized and has been in a deficit position for a number of years. Funds derived from the sale will be credited to the Off Street Parking Reserve Account for the purchase of other municipal parking. Based on the current assessment, the property would generate approximately \$4,000 in property taxes as an undeveloped parcel of commercial land.

Based on a review of Transition Board guidelines, staff has concluded that Transition Board approval is not required.

BACKGROUND:

By-law 95-049 requires all City owned lands not exempted by Ontario Regulation 815/94 to be declared surplus prior to sale.

Effective January 1, 1995 the Municipal Act was amended by the Planning and Municipal Statute Law Amendment Act requiring municipalities to enact a by-law to establish procedures for the sale of real property owned by a municipality.

On February 14, 1995 City Council adopted Item 8 of the 5th Report of the Finance and Administration Committee and enacted the Real Property Sales Procedural By-law No. 95-049. Section 5(a) of this by-law declares that the "Real Property of the City shall not be sold unless it is surplus to the requirements of the City".

This property has been circulated to all City and Regional departments and there has been no declared municipal interest.

DISCUSSION:

The subject property is a 40 by 110-foot parcel of vacant land, zoned commercial and found in the Inch Park Neighbourhood. On the far north west corner of the lot is located a large overhead billboard that generates approximately \$3,500 in annual revenue for the City. It is recommended that the billboard be retained in City ownership.

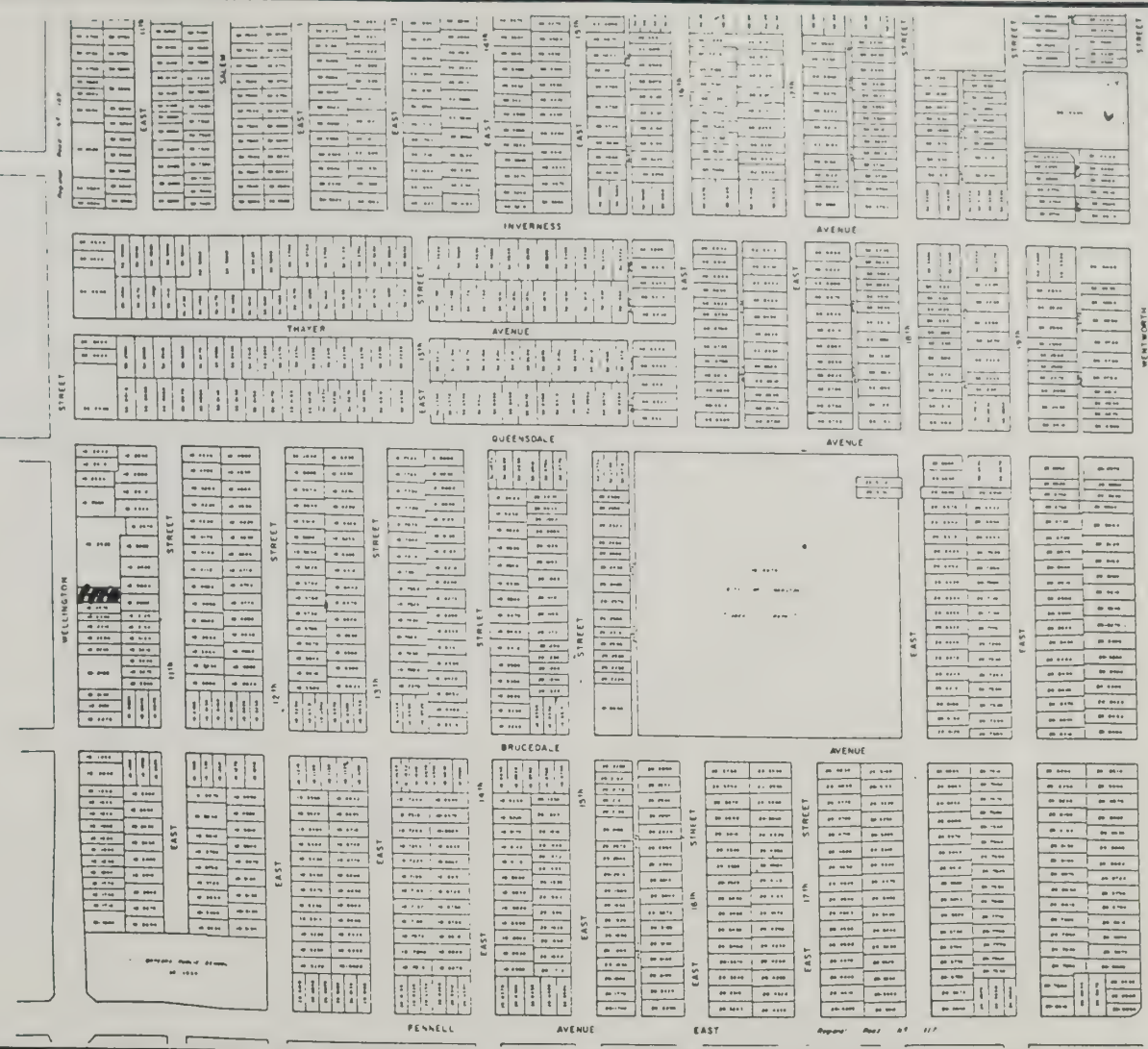
This property has been in use as a municipal parking lot and has been operated by the former Hamilton Parking Authority since the late 1960s. On October 14, 1997 the Board of the former HPA declared this site surplus to their requirements. Current staff of the Traffic and Parking Section has confirmed their requirement to dispose of the property.

The Real Estate section has received many expressions of interest over the years to purchase the subject property from the abutting commercial property owner to the north and in the last few months from a potential property owner to the south. Both have advised that they would continue to use the lands for parking purposes.

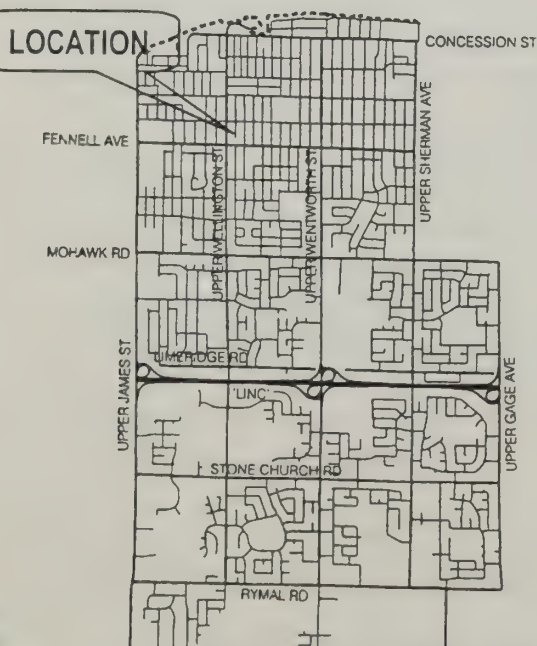
Based on the money losing status of the lot, the desire of the Parking Section to dispose of the lot and the interest shown by potential purchasers, we therefore recommend that this parking lot be put forward for consideration as a surplus to the requirements of the City, save and except for that portion of the lot that contains the overhead billboard sign. If this recommendation is approved, a survey to identify the two parcels will be prepared by the Survey Department.

 VDP/vdp

c.c. Alderman T. Anderson, Alderman, Ward 7
Alderman B. Kelly, Alderman, Ward 7
R. C. Roszell, Corporate Counsel, Legal Services Section
Attention: H. Vastis, Assistant Corporate Counsel
M. Hazell, Manager of Community Traffic & Parking Services
Gord McGuire, Manager of Surveys, Roads Division



KEY MAP



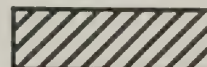
HAMILTON
WARD 7

LOCATION PLAN

Declaration of Surplus Property

CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
Real Estate, Legal Services Section

LEGEND



SUBJECT LAND

SCALE
NOT TO SCALE

DATE
2000-05-26

REFERENCE FILE NO:

CITY OF HAMILTON

INFORMATION

DATE: June 8, 2000
Author: Peter K. Dunn (2.2.23 – Rennie Landfill)

REPORT TO: Chairman and Members
Transport & Environment Committee

FROM: Charles Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: Rennie Street Closed Landfill (PWT00123)

BACKGROUND:

Transition Board approval is not required.

In report number PWT00102 on the Rennie Street Closed Landfill to the Transport and Environment Committee in May of this year, staff was directed to report back in June setting out the total cost of the project and a plan for completion. The previous conservative estimate of \$8.7 million given to Committee and Council has not been revised as a final decision on the extent of work on the flood plain has yet to be made. No new monies are required beyond the approved \$1.1 million until September of this year at which time staff will identify the works to be carried out, the costs and request for further funding.

The design of this project has been conducted in an accelerated manner to allow construction during low flow conditions in Red Hill Creek. To act as a check and ensure that maximum benefits are achieved from the large expenditures anticipated under this project, a Value Management Study on the Rennie Street Remedial Works has been carried out by a team of experts independent from the project. The review was not an independent third party peer review of the recommended options, rather it subjected the project to a detailed analysis. The Team confirmed that the proposed strategy to control leachate generation, collect leachate that seeps through the bank and prevent erosion by expanding the flood plain and relocating the creek away from the landfills was the best long-term solution for the project. They did, however suggest that further work was necessary to optimize both the length of the creek that needs to be widened and the final width of the flood plain.

Based on the results of the Value Management Study, the Project Team has prepared the following Implementation Schedule:

June-July Construct collection trenches into the west bank of the Creek

Rennie Street Closed Landfill (PWT00123)

into seeps S1 – S 4 at the south end of the site.

- | | |
|------------|--|
| July | Evaluate the effectiveness of these trenches and extend to other seeps if effective. |
| June-July | Confirm the feasibility of installing a groundwater cut-off trench on the west side of the Landfill. |
| June- Dec. | Design and construct a low-permeability cover. |
| June-Sept. | Re-locate buried utilities through Rennie Street Landfill and plug and cut off existing pipes where possible. |
| June-Dec. | Complete the design of expanded floodplain and relocation of the Creek. Complete the Environmental Assessment. |

The Ministry of Environment will be requested to reissue the field order governing the remedial work at Rennie Street Landfill based on the above implementation schedule.

Daily inspections at the site are continuing with repairs made to the remedial works as needed.

Field work needed for the Environmental Assessment and the associated documents are being completed and prepared for submission.

A public meeting was held on June 1, 2000 to inform residents in the area of the proposed remedial actions and to obtain feedback. Approximately forty people attended with some in support of the project. However, there was a larger organized group calling for total removal of the landfill. Some of the neighbours were concerned about the possibility of waste buried under their backyards. The current workplan includes investigations in selected areas, which should address these concerns.

Charles Butler

PKD:eb

c.c. A. Leitch, General Manager, Transportation, Operations and Environment

CAY ON HBL A05
CS176
2000

URBAN
MUNICIPAL



NOTICE OF RESCHEDULING

TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

Monday, June 5, 2000
9:30 a.m.

URBAN MUNICIPAL

TO:

MAY 31 2000

GOVERNMENT DOCUMENTS

Monday, June 19, 2000
9:30 a.m.
Room 233, Hamilton City Hall

Issued by
Municipal Clerk's Office
May 25, 2000

C44 ON HBL A05
C51T6
2000

The Urban Municipal Collection
2nd Floor
Hamilton Public Library

URBAN
MUNICIPAL



NOTICE OF TIME CHANGE

TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

Monday, June 19, 2000
9:30 a.m.

URBAN MUNICIPAL

JUN 15 2000

TO:

GOVERNMENT DOCUMENTS

Monday, June 19, 2000
11:00 a.m.
Room 233, Hamilton City Hall

Issued by
Municipal Clerk's Office
June 12, '2000

AUG 08 2000

GOVERNMENT DOCUMENTS



AGENDA

CITY OF HAMILTON SPECIAL MEETING OF THE TRANSPORT AND ENVIRONMENT COMMITTEE

Wednesday, August 9, 2000
9:00 a.m.
Room 219, Hamilton City Hall
71 Main Street West, Hamilton

Carolyn Biggs
Legislative Assistant

Please Note: All Cellular Telephones and Pagers are to be switched to a non-audible function during Council and Committee meetings.

CALL TO ORDER

1. **DECLARATIONS OF INTEREST**
2. Walcorp Inc. – Application for Approval of a Provisional Certificate of Approval for a Waste Disposal Site (Processing) at 675 Strathearne Avenue (PDC00136)
3. Routine Amendments to the City Traffic By-law 89-72 – Transport and Environment Committee Meeting – August 9, 2000 (PWT00131)
4. **OTHER BUSINESS**
5. **ADJOURNMENT**

The Urban Municipal Collection
2nd Floor
Hamilton Public Library

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 2000 July 24
MOE-COA-00-002
Industrial Sector "F"

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Lee Ann Coveyduck
General Manager
Community Planning and Development

SUBJECT: Walcorp Inc. Application for Approval of a Provisional Certificate of Approval for a Waste Disposal Site (Processing) at 675 Strathearne Avenue (PDC00136)

RECOMMENDATION:

- (a) That the West Central Branch of the Ontario Ministry of the Environment be advised that the City of Hamilton does not object to the Application for Approval of a Provisional Certificate of Approval for a Waste Disposal Site (Processing) (Ministry File 3555-4JRRMB) at No. 675 Strathearne Avenue, as shown on the attached map marked as APPENDIX "A", provided the following is undertaken:
- (i) All environmental safeguards normally associated with the proposed activities are implemented to the satisfaction of the Ministry of the Environment.
 - (ii) That the approval of a Provisional Certificate of Approval apply only to the lands indicated for lease by Walcorp Inc., as shown on the attached Site Plan marked as APPENDIX "B".
 - (iii) That waste be received at a maximum rate of 22 tonnes per day and a maximum overall storage capacity of 110 tonnes, or less if determined by the Ministry of the Environment (MOE), be applied.
 - (iv) That a maximum time restriction of 6 months, or less if determined by the MOE, for the storage of all material on site be applied.
 - (v) That no hazardous wastes be accepted, stored or processed at the facility.
 - (vi) That a bond be posted with MOE, in an amount acceptable to MOE, for any materials left on-site should operations end.
 - (vii) That the applicant implement, on an ongoing basis, the Pest Management Program attached as Appendix "C".

(viii) That the applicant implement, on an ongoing basis, the following fire prevention conditions:

- (1) Water barrels of 200L capacity with three 12L pails or portable fire extinguishers having a 2A or higher rating shall be provided in the yard area and located so that the maximum travel distance from any part of the yard to a barrel or extinguisher is 25m.
 - (2) Outdoor pile sizes shall be limited to 3m in height and 100m² in area and be located 3m from property lines. In addition, there shall be a clear space of 3m between piles, that is also kept clear of grass and weeds.
 - (3) Smoking is to be permitted only in specifically approved smoking areas and not within the yard itself.
 - (4) The telephone number of the Fire Department and location of the nearest telephone(s) shall be posted conspicuously in working locations in the open yard in each building.
 - (5) The area of individual storage piles indoors shall not exceed 500m² in area and 4.5m in height. In addition, there shall be a main aisle running the length of the building at least 2.4m wide.
- (b) That a copy of this report be forwarded to the West Central Branch of the Ontario Ministry of the Environment for their consideration.
- (c) That the West Central Branch of the Ontario Ministry of the Environment be requested to forward a copy of its final decision respecting the Application for Approval of a Provisional Certificate of Approval for a Waste Disposal Site (Processing) at 675 Strathearne Avenue (Ministry File 3555-4JRRMB) to the Acting Municipal Clerk, City of Hamilton.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

This matter does not require Transition Board approval.

Certificate of Approval applications are processed by the Ontario Ministry of the Environment under the authority of the Environmental Protection Act. The City of Hamilton has been formally requested to provide comment to the Ministry on this specific application.

BACKGROUND:

What is a Certificate of Approval

A "Certificate of Approval" pursuant to Part V of the Environmental Protection Act is a legally binding document, through which an individual, company or municipality is permitted by the Ontario Ministry of the Environment (MOE) to undertake an activity related to the management of waste.

Each Certificate of Approval is drafted to address the site-specific considerations relevant to the proposal and contains enforceable requirements that ensure environmental and health protection, compliance with legislation and policy requirements. The Certificate of Approval stipulates the types of wastes that can be managed at the facility, and contains "conditions" that describe the manner in which the facility is to be operated. Failure to comply with any of a Certificate's conditions constitutes a violation of the Environmental Protection Act and is grounds for enforcement through the Provincial Offences Act.

As part of their review process, the MOE requests the affected municipalities to provide comments on new and amended Certificate of Approval applications. The MOE then makes a decision on the application on the basis of the comments received, in addition to various technical and environmental considerations. Comments from the City of Hamilton and the Region of Hamilton-Wentworth on Certificate of Approval applications are forwarded to the MOE.

The Proposal

The applicant has applied for a Provisional Certificate of Approval to operate a waste disposal site (processing) on a portion of the lands known as No. 675 Strathearne Avenue, within Industrial Sector "F". The applicant has leased the southerly 0.4 ha (1 ac.) of No. 675 Strathearne Avenue for the proposed facility, as shown on the attached map marked as APPENDIX "A". Industrial Sector "F" is an established heavy industrial area. Surrounding land uses include heavy and general industrial uses. The closest residential land uses are located approximately 600 m to the south-west, along Beach Road (the Beaty Enclave). A site plan of the lands leased by Walcorp Inc. for the proposed waste disposal facility is attached as APPENDIX "B". According to the application, the main shop (shown as test, storage and package areas) has a floor area of 445.9 m² (4,800 sq. Ft.). The application is to allow the transfer and processing of non-hazardous solid domestic, commercial, institutional or industrial material purchased for re-sale. The proposed operation consists of two types of recycling operation, both of which require a Certificate of Approval from the MOE.

Firstly, the applicant is proposing to recycle unprocessed non-conforming uncured and/or cured rubber. For example, Walcorp Inc. would purchase rubber, which does not meet the source manufacturers specifications, they then test the material to determine its grade and properties. The rubber material is then packaged for resale to another manufacturer for whom the product is a suitable material. In some cases, the rubber requires curing in a warming oven prior to resale. No mechanical processing is undertaken. Any material not deemed suitable for re-use is disposed of at a certified waste disposal site. It should be noted that the applicant is not proposing to recycle tires; nor would they be permitted to accept new or used tires at the facility.

The second type of operation includes the recycling of non-conforming automotive parts (e.g. chassis and anti-vibration mounts). The applicant purchases the rejected automotive parts from the manufacturer and uses a specialized cleaning oven to remove rubber debris from the parts. The metal components are then suitable for resale to an automotive manufacturer. A provisional Certificate of Approval (Air) was granted for operation of the heat cleaning oven in June 2000. Waste products include rubber ash and unusable metals. Scrap metal is salvaged for resale and rubber ash is transferred to a certified waste disposal site.

The application indicates the maximum amount of material to be stored on site would be 110 tonnes and that material would be received at a maximum rate of 22 tonnes per day (average 4.5 tonnes per day). The application also indicates that storage times are approximately 2-3 weeks for residual waste and a maximum of 4-6 months for recycled products.

It should be noted that the applicant was previously operating a rubber recycling operation at lands located at No. 735 Strathearne Avenue. The applicant was advised by MOE staff that a Certificate of Approval is required for the operation of a waste disposal site. Since the applicant was intending to relocate to No. 675 Strathearne Avenue, he has applied to legalize the operation at the new location.

COMMENTS FROM MUNICIPAL DEPARTMENTS:

- **Transportation, Operations and Environment Division, Community Traffic and Parking Services Section**

"...staff have reviewed this application and have no concerns."

- **Transportation, Operations and Environment Division, Regulatory Environmental Management Section**

"...we wish to inform you:

1. There will be no wastewater discharged from this operation and any solid and liquid waste will be appropriately dealt with through the proper Ministry guidelines.

The operation should not present any foreseeable problems with regard to sewer use. Therefore, the proposal put forth by Walcorp Incorporated, as it stands, is acceptable from a sewer use standpoint."

- **Transportation, Operations and Environment Division, Solid Waste Management Section**

"The Walcorp Incorporated application to the Ministry of the Environment for a Provisional Certificate of Approval is acceptable from a solid waste standpoint providing:

- a maximum storage times for materials is adhered to

- no hazardous wastes are accepted at the facility
- a Bond is posted for any materials left on site should operations end

The issues mentioned above were addressed in the application."

- **Fire Prevention Division, Fire Department**

The following comments were submitted on June 30, 2000:

"This Department has reviewed the above noted application for a Provisional Certificate of Approval, and in conjunction with a site inspection of this facility. This Department does not object to the application, provided the applicant complies with the requirements noted herein and the Fire Safety Inspection Report referencing our July 5, 2000 inspection (copy attached).

It is our understanding that WALCORP Inc. will be recycling rubber products by means of baking and curing the material in an electric oven which is the same process as is carried out on their existing location at 735 Strathearne Avenue North.

Water barrels of 200L capacity with three 12L pails or portable fire extinguishers having a 2A or higher rating shall be provided in the yard area and located so that the maximum travel distance from any part of the yard to a barrel or extinguisher is 25m.

Outdoor pile sizes shall be limited to 3m in height and 100m² in area and be located 3m from property lines. In addition, there shall be a clear space of 3m between piles, that is also kept clear of grass and weeds.

Smoking is to be permitted only in specifically approved smoking areas and not within the yard itself.

The telephone number of the Fire Department and location of the nearest telephone(s) shall be posted conspicuously in working locations in the open yard in each building.

The area of individual storage piles indoors shall not exceed 500m² in area and 4.5m in height. In addition, there shall be a main aisle running the length of the building at least 2.4m wide.

A Fire Safety Inspection Report has been served on the Company for the subject location to deal with the issue of portable fire extinguishers. A memo has also been sent to the Building Department advising of the construction of an addition to the main building (#2) for the housing of an electric oven.

Our Department will conduct the necessary follow-up inspections to ensure compliance with our requirements. Please find attached a copy of a Site Plan for the Company's operation, which has been highlighted for your reference."

The following comments were submitted on July 21, 2000:

"Our reinspection on July 20, 2000 revealed the following:

All items from our Fire Safety Inspection report of July 5, 2000 were found completed. Regarding the other requirements noted in the body of our letter dated June 30, 2000, I report as follows:

- water barrels have been provided on site to our satisfaction - completed
- NO SMOKING signs have been provided and installed on site - completed
- the emergency Fire Department # has been provided on site - completed

Note: The business is not in production as yet - therefore there is no concern regarding the outdoor and indoor storage piles at this time. However we will monitor the operation in future to ensure that the piles are in compliance. As a point of information only Building #2 is occupied by Walcorp."

- **Community Planning and Development Division, Land Development Department**

The proposed facility at No. 675 Strathearne is located within Industrial Sector "F" Neighbourhood and is designated "Industrial" by the City of Hamilton Official Plan. In addition, the lands are located within a "K" (Heavy Industry, etc.) District zone. The following Official Plan policies should be noted:

A.2.3.1 The primary uses permitted in the areas designated on Schedule "A" as INDUSTRIAL will be for Industry. In this regard, Industry is defined as manufacturing, processing, warehousing, repair and servicing. In addition to the primary permitted uses, the following uses may be permitted within INDUSTRIAL areas:

iii) Uses which have characteristics or functional requirements similar to Industries;"

2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial standards with respect to the emission of sounds and vibrations, permissible concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off.

The area would be further categorized by the Official Plan as a Heavy Industrial area. Heavy Industrial areas are intended for industrial land uses, which have substantial impact on adjacent sensitive land uses. The proposed waste management activities are consistent with the permitted uses within the Industrial designation. Furthermore, as stated in the Background Section of this report, the nearest residential land uses are approximately 600 m to the south-west. Accordingly, there are no residential or sensitive land uses in the vicinity of the proposed facility. The proposal would not conflict with the intent of the Official Plan.

- **Community Planning and Development Division, Building Department**

"1. The two recycling/waste transfer uses described in the application are permitted in the district.

2. The site is currently licensed by the City as a salvage yard, and the proposed use may require the same license to be obtained."

- **Environmental Health Branch, Social & Public Health Services Division**

The following comments were submitted on July 6, 2000:

"Staff have conducted a review of the information provided. Although the area proposed for the use is in our industrial area, odour concerns exist. The Certificate of Approval for the burning of rubber from metal parts should address these concerns.

The "oven curing" of rubber, although not requiring a Certificate of Approval, will still produce odours and no information has been supplied as to how the proponent will deal with these odours.

Although no hazardous materials will be present, concerns exist over fire control and the possible issue of hazardous compounds being released through an accidental fire and burning of rubber compounds. The presence of fire extinguishers as indicated in the report causes concern over the adequacy of fire controls. This Department recommends that the Fire Prevention Department review this application and make recommendations as to the adequacy of fire control at the site.

Proper pest control must also be incorporated into a plan in order to address concerns over vermin harbourage. It is recommended that a Pest Management Program be instituted by the proponent, utilizing licensed pest control operators."

The following comments were submitted on July 21, 2000:

"This Department has received additional information concerning this application.

We are now satisfied that the "curing" of rubber compounds will not present an odour nuisance and that proper professional pest control will be in place. A copy of the pest control program is included.

This Department has no objections to the application."

RECEIPT OF PUBLIC COMMENTS:

Prior to submitting the application, the applicant, Walcorp Inc., circulated an information Notice to property owners abutting the subject lands 675 Strathearne Avenue North, attached as APPENDIX "D". The list of abutting property owners is also shown on APPENDIX "D". The Notice provides a description of the proposed operation. Walcorp Inc. has indicated that they received no negative input or concerns from area property owners. The Notice also advised questions could be directed to the Ministry of the Environment. The Ministry has advised that, as of July 19, 2000, no comments were received in response to the Notice.

COMMENTS:

1. As stated previously, the nearest residential land uses are approximately 600 m to the south-west. Accordingly, there are no residential or sensitive land uses in the vicinity of the proposed facility. There are no Neighbourhood concerns respecting proximity of the proposed facility to residential land uses.
2. Staff from City/Regional Departments have identified the following concerns/issues with the proposed amendments.

Proposed Site

As noted in the background of this report, the proposed recycling facility would only occupy a portion of the lands known as No. 675 Strathearne Avenue. Therefore, if approved, the Certificate of Approval should only apply to the lands shown on the Site Plan, attached as APPENDIX "B".

Maximum Storage Times and Capacities

The City/Regional Solid Waste Management Section have recommended that maximum storage times be applied, that there be no hazardous waste accepted at the facility and that a bond be posted by the applicant. It is understood that these are standard provisions that are applied by MOE. However, to ensure these restrictions are incorporated into the Certificate of Approval, maximum storage capacities, time restrictions, limitations to non-hazardous waste, and bond posting requirements should be included in the City's recommendation to MOE. The storage and time restriction capacities should be as indicated in the application, or less, if determined appropriate by the MOE.

Pest Control and Odour

The Environmental Health Branch identified two potential concerns during their initial review. Firstly, they were concerned that the rubber curing oven, which is not subject to a Certificate of Approval (Air) because it does not vent to the atmosphere, may produce odours. Potential odours should be addressed regardless of the fact that the subject lands are in an industrial area. Accordingly, the applicant has provided the Health Branch with additional information regarding the curing of rubber compounds. The Health Branch is now satisfied that an odour nuisance would not be created.

The second concern identified is the need for proper pest control to address possible vermin harbourage. In reply to this concern, the applicant has submitted a Pest Management Program, attached as APPENDIX "C". This Program is satisfactory to the Health Branch and compliance with the Program should be included as a condition of the Certificate of Approval.

Fire Prevention

The Fire Prevention Department indicated that a Fire Safety Inspection Report was issued to Walcorp Inc. on July 5, 2000 respecting 675 Strathearne. By July 20, 2000, the applicant had complied with the requirements in the Report. Furthermore, the

Fire Prevention Department made a number of comments respecting the adequacy of fire control at this site, such as limitations to storage pile sizes, aisle clearance, smoking areas, etc. The Fire Department does object to the application, provided the requirements are fulfilled. Notwithstanding that the Fire Safety Inspection Report has been complied with to date, all of the recommendations of the Fire Prevention Department should be incorporated into the Provisional Certificate of Approval to ensure ongoing compliance.

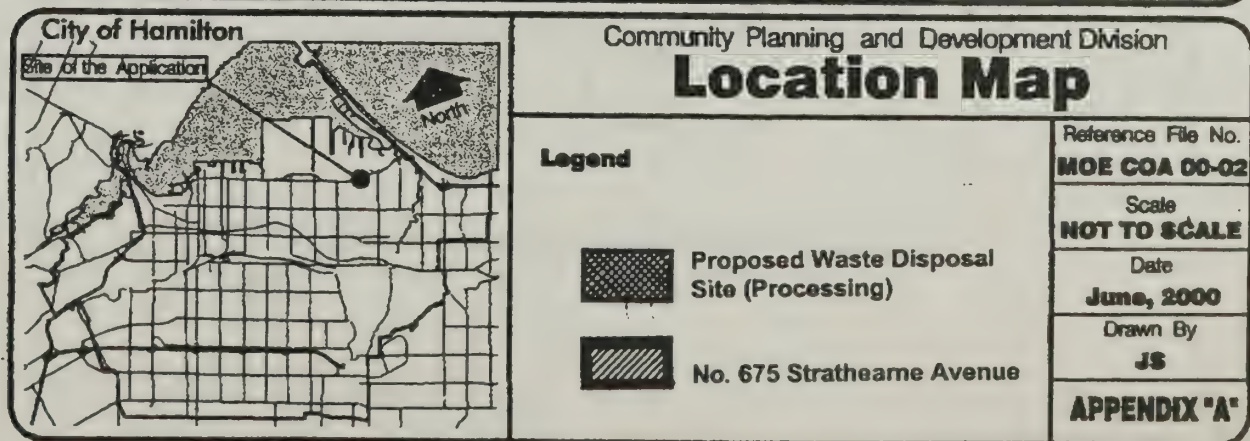
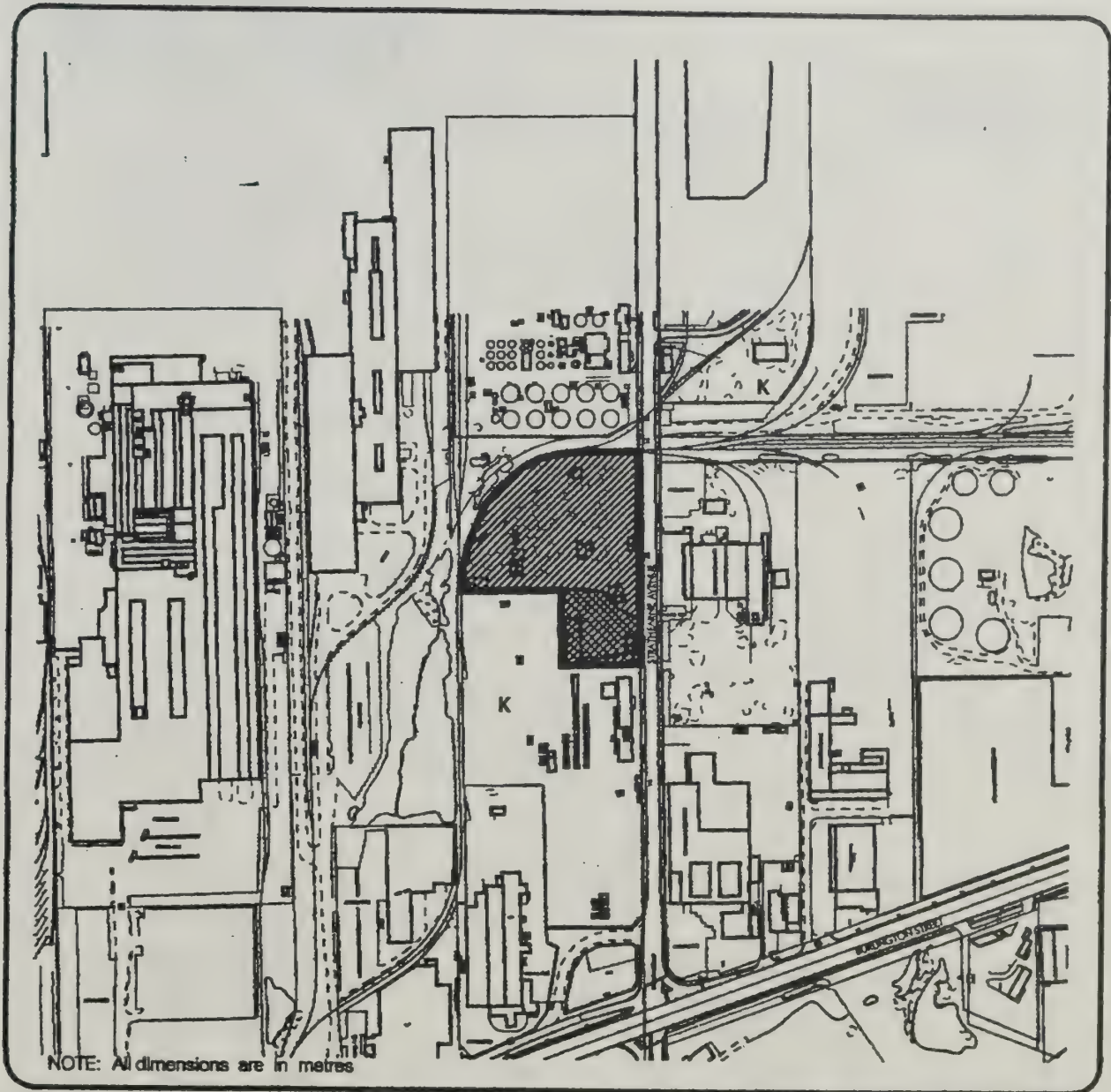
CONCLUSION:

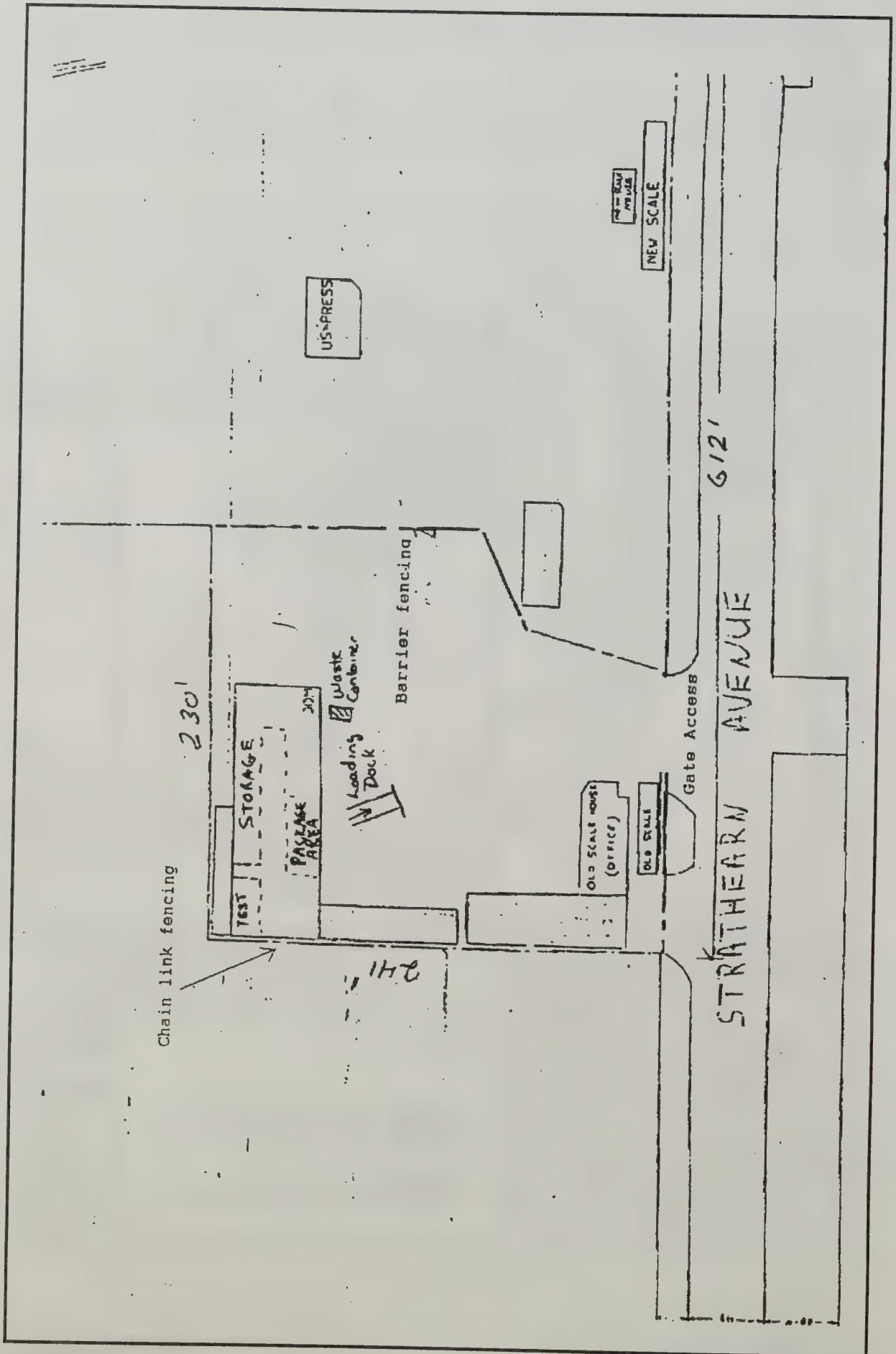
Based on the above Comments, the Ministry of the Environment should be advised that the City of Hamilton would not object to the application for a Provisional Certificate of Approval by Walcorp Inc. at 675 Strathearne Avenue, subject to the following:

- All environmental safeguards normally associated with the proposed activities are implemented to the satisfaction of the Ministry of the Environment.
- That the approval of a Provisional Certificate of Approval apply only to the lands indicated for lease by Walcorp Inc., as shown on the attached Site Plan marked as APPENDIX "B".
- That waste be received at a maximum rate of 22 tonnes per day and a maximum overall storage capacity of 110 tonnes, or less if determined by the Ministry of the Environment (MOE), be applied.
- That a maximum time restriction of 6 months, or less if determined by the MOE, for the storage of all material on site be applied.
- That no hazardous wastes be accepted, stored or processed at the facility.
- That a bond be posted with MOE, in an amount acceptable to MOE, for any materials left on-site should operations end.
- That the applicant implement, on an ongoing basis, the Pest Management Program attached as Appendix "C".
- That the applicant implement, on an ongoing basis, the following fire prevention conditions:
 - Water barrels of 200L capacity with three 12L pails or portable fire extinguishers having a 2A or higher rating shall be provided in the yard area and located so that the maximum travel distance from any part of the yard to a barrel or extinguisher is 25m.
 - Outdoor pile sizes shall be limited to 3m in height and 100m² in area and be located 3m from property lines. In addition, there shall be a clear space of 3m between piles, that is also kept clear of grass and weeds.

- Smoking is to be permitted only in specifically approved smoking areas and not within the yard itself.
- The telephone number of the Fire Department and location of the nearest telephone(s) shall be posted conspicuously in working locations in the open yard in each building.
- The area of individual storage piles indoors shall not exceed 500m² in area and 4.5m in height. In addition, there shall be a main aisle running the length of the building at least 2.4m wide.

CL-M/cl-m







QUOTATION FORM

Oakville/Mississauga: (905) 847-8977
 Burlington: (905) 333-0448
 Hamilton: (905) 572-1177

P.O. Box 6368, Station 'D', Hamilton, Ontario L8V 4L0

Date: Tues, July 11/00

Type of Service: Monthly

Client's name: Walcorp

To Commence: T.B.A.

Address: 675 Strathearn N, Ham

Serviceman: Mike

Phone: 312-0905

Service Address: Same

Apt. Building

Townhouse

Residential

Restaurant

Factory

Other: Rubber Depot

No. of Services per month: One

Treatment Plan:

Monthly rodent/insect service. Service all buildings on site interior & exterior for all rodents (rats/mice) and insects. All baits & labor included - no initial charge for set-up.

Covers all Insects and Rodents Except: Termites

Special Instructions:

Service to be done at customer's convenience
Service log to be kept on-site.

Monthly Charge: \$40.-

Extra Charges: Birds; urban
wildlife (eg. raccoon
trapping)

Initial Charge: N/A

Client Signature

A.P.C. INC

Sales tax not included

Complete Professional Pest Management Services

APPENDIX "C"

Walcorp Inc.

675 Strathearn Ave. N.
Hamilton Ontario L8H 5N3
905 935-7840
905 938-3639 Fax

To Whom it may concern,

This letter is to advise you that Walcorp Inc. has applied for a Certificate of Approval from the Ministry of Environment and Energy for our operations located at 675 Strathearn Avenue North, L8H 5N3.

Walcorp Inc. intends to process raw rubber and processed rubber products and packaging materials for resale.

Any questions regarding this matter can be directed to Jane Glassco, Senior Environmental Officer, Ministry of Environment and Energy. 119 King Street West, Hamilton. L8P 4Y7.

Sincerely,



J. S. Walker

President.

Walcorp Inc.

List of Adjacent Properties Notified

1. Dofasco- 671 Strathearn Ave. N.
2. Stelwire- 690 Strathearn Ave. N.
3. Triple M Metal Inc.- 706 Strathearn Ave. N.
4. UM Canada – 700 Strathearn Ave. N.
5. Philip Services – 670 Strathearn Ave. N.
6. VFT Inc. – 725 Strathearn Ave. N.

APPENDIX "D"

CITY OF HAMILTON

3.

- RECOMMENDATION -

DATE: July 21, 2000
File No. TEC-058-00 / Author: Various

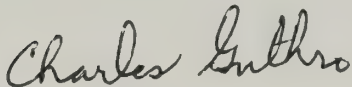
REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charlie Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: Routine Amendments to the City Traffic By-law 89-72
Transport and Environment Committee Meeting – August 9, 2000
(PWT00131)

RECOMMENDATION:

That the requests for routine amendments listed herein be approved and that an appropriate by-law to amend the City Traffic By-law 89-72 be passed and enacted.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Transition Board approval is not required.

BACKGROUND:

Staff has received several requests/petitions for routine changes to existing on-street parking regulations and/or intersection control on City streets. Staff has investigated and concurs with the following requests.

1. Ward 1

- (a) Kathleen Coleman, 279 Barton Street West, has requested that the existing "Permit Parking" regulation on the south side of Barton, directly in front of her home, be removed as she has moved.
- (b) Ester Levy, 53 Uplands Avenue, has requested that northbound and southbound stop control be implemented at the two "T" type intersections of Bond and Franklin.

- (c) Alderman Mary Kiss has advised of a request from Mrs. Golakovich, 14 Hollywood Avenue North, that the existing "No Parking" regulation on the west side of Hollywood, north of Main, be changed to a "No Stopping" regulation to prohibit motorists from stopping in this area. The concern is related to stopped vehicles obstructing driveway movements. Kelly Roberts, Manager of Colour Your World, 1556 Main Street West, has advised that she supports the requested regulation change adjacent to her business.

2. **Ward 2**

- (a) Robert Cadham, 206 Hughson Street North, has requested that the existing "Permit Parking" regulation on the east side of Hughson, in front of his home, be removed as he has moved.
- (b) Arthur Taylor, 226 Hughson Street North, has requested that the existing "Permit Parking" regulation on the east side of Hughson, in front of his home, be removed as he no longer drives.
- (c) Ly Tran, Pharmacist, 85 Hess Street North, has requested that a "30 Minute Parking Time Limit, 24 Hours a Day, Seven Days a Week" regulation be implemented on the south side of Peter to provide a turnover in parking for customers. The property abutting the subject area is vacant.
- (d) Norman Duvall, 446 Mary Street North, has requested that a reserved "Permit Parking" regulation be implemented in front of his home since his wife, Jean Smith, is disabled.

3. **Ward 3**

- (a) Mrs. Zadvorny, 284 Grosvenor Avenue North, has requested that the existing "Permit Parking" regulation, directly in front of and across from her house, be removed as the resident has passed away.

4. **Ward 4**

- (a) Sherri Blainey, 409 Fairfield Avenue, has requested that the existing "Permit Parking" regulation on the west side of Fairfield, in front of her home, be removed as she has moved.

- (b) Staff is recommending that southbound stop control be implemented at the recently constructed "T" type intersection of Delena and Central.
- (c) Gus Hynd, 32 Argyle Avenue, has requested that northbound stop control be implemented at the "T" type intersection of Edgar and Argyle and that southbound stop control be implemented at the "T" type intersection of Edgar and Campbell.
- (d) Gus Hynd, 32 Argyle Avenue, has requested that northbound stop control be implemented at the "T" type intersection of Carlisle and Argyle and that southbound stop control be implemented at the "T" type intersection of Carlisle and Campbell.

5. **Ward 5**

- (a) Alderman Chad Collins has advised of a request from Mr. Kosier, 191 Oakland Drive, that a "No Parking" regulation be implemented on the southeast side of the 90 degree bend of Oakland to improve visibility and two-way traffic flow in this area. Ms. Keating, 194 Oakland Drive, the resident abutting this area, is in favour of the requested regulation.
- (b) Staff recommends that the recently installed "Wheelchair Loading Zone, 7:00 am to 6:00 pm, Monday to Friday" regulation on the north side of Barlake be relocated to the south side adjacent to St. Joan of Arc School at the school Principal's request.

6. **Ward 8**

- (a) Joseph Tingle, 214 Columbia Drive, has requested that westbound stop control be implemented at the "T" type intersection of Verona and Columbia.
- (b) Teresa Spicer, 13 Briarwood Crescent, has requested that eastbound stop control be implemented at the "T" type intersection of Elmwood and Briarwood.
- (c) Heather Marsden has requested that stop control be implemented at the "T" type intersections of Hepburn and Chedmac and Chedmac and Redfern. Staff is recommending that stop control also be implemented at the "T" type intersections of Redfern and Jewel and Jewel and Hepburn/Gem.



AGENDA

CITY OF HAMILTON SPECIAL MEETING OF THE TRANSPORT AND ENVIRONMENT COMMITTEE

URBAN MUNICIPAL

Monday, September 11, 2000
9:30 a.m.
Room 233, Hamilton City Hall
71 Main Street West, Hamilton

SEP 15 2000

GOVERNMENT DOCUMENTS

Carolyn Biggs
Legislative Assistant

Please Note: All Cellular Telephones and Pagers are to be switched to a non-audible function during Council and Committee meetings.

CALL TO ORDER

1. DECLARATIONS OF INTEREST
2. PUBLIC MEETING

Proposed alteration of Strachan Street West, between Bay Street North and approximately 85m easterly (PWT00140)

Note: In accordance with the provisions of Section 300 of The Municipal Act, the above proposed alteration was advertised in The Spectator for four consecutive weeks.

Members of the public may be in attendance to address this issue.

3. Walcorp Inc. – Application for Approval of a Provisional Certificate of Approval for a Waste Disposal Site (Processing) at 675 Strathearn Avenue (PDC00136)

Note: The above-noted item was **referred back** to the Transport and Environment Committee by City Council at its meeting held on August 9, 2000.

4. Proposed Outdoor Boulevard Café – 164 James Street South, Hamilton (PWT00143)

5. For the Information of the Committee

That the following items be received:

- (a) Cost of Allowing Free Parking in the Downtown Core for the Months of November and December, 2000 (PWT00133)
- (b) Memorandum from The Honourable Dan Newman, Minister of the Environment, announcing "Operation Clean Water" Action Plan

6. OTHER BUSINESS

7. ADJOURNMENT

CITY OF HAMILTON
- RECOMMENDATION -

DATE: August 8, 2000
Author: R. P. Meiers

REPORT TO: Chairman and Members
City Committee of the Whole

FROM: C. Guthro, Acting Commissioner
Department of Public Works & Traffic

SUBJECT: Proposed Alteration of Strachan Street West
between Bay Street North and Approximately 85m
Easterly (T&E) (PWT00140)

RECOMMENDATION:

That City Council enact the attached By-law to alter the roadway of Strachan Street West between Bay Street North and approximately 85m easterly by realigning the roadway and widening the pavement from the existing width of 8.7m to a width which varies from 8.7m to 15.9m.

Charles Guthro

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Transition Board approval is not required.

BACKGROUND:

The proposed alteration of Strachan Street West was approved by City Council on June 27, 2000, in adopting Item 11 of the 11-00 Report of the Transport and Environment Committee. The proposed alteration has been advertised for four consecutive weeks in The Spectator as required by Section 300 of The Municipal Act.

RPM/rb
RPM/rb
attach.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 00-

TO ALTER STRACHAN STREET WEST BETWEEN BAY STREET NORTH AND APPROXIMATELY 85M EASTERLY BY REALIGNING THE ROADWAY AND WIDENING THE PAVEMENT

WHEREAS the Council of the Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close or sell any highway or part of a highway;

AND WHEREAS the portion of highway known as Strachan Street West is a local road under the jurisdiction of The Corporation of the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 11 of the 11-00 Report of the Transport and Environment Committee on June 27, 2000, authorized that steps be taken in accordance with the Municipal Act to advertise Notice of the City's intention to alter Strachan Street West as hereinafter described;

AND WHEREAS Notice of the City's intention to pass this By-law to authorize the said alteration has been published as required by Section 300 of the Municipal Act for four (4) consecutive weeks in The Spectator, a newspaper having general circulation of the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard no matter whether in objection to or in support of this By-law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

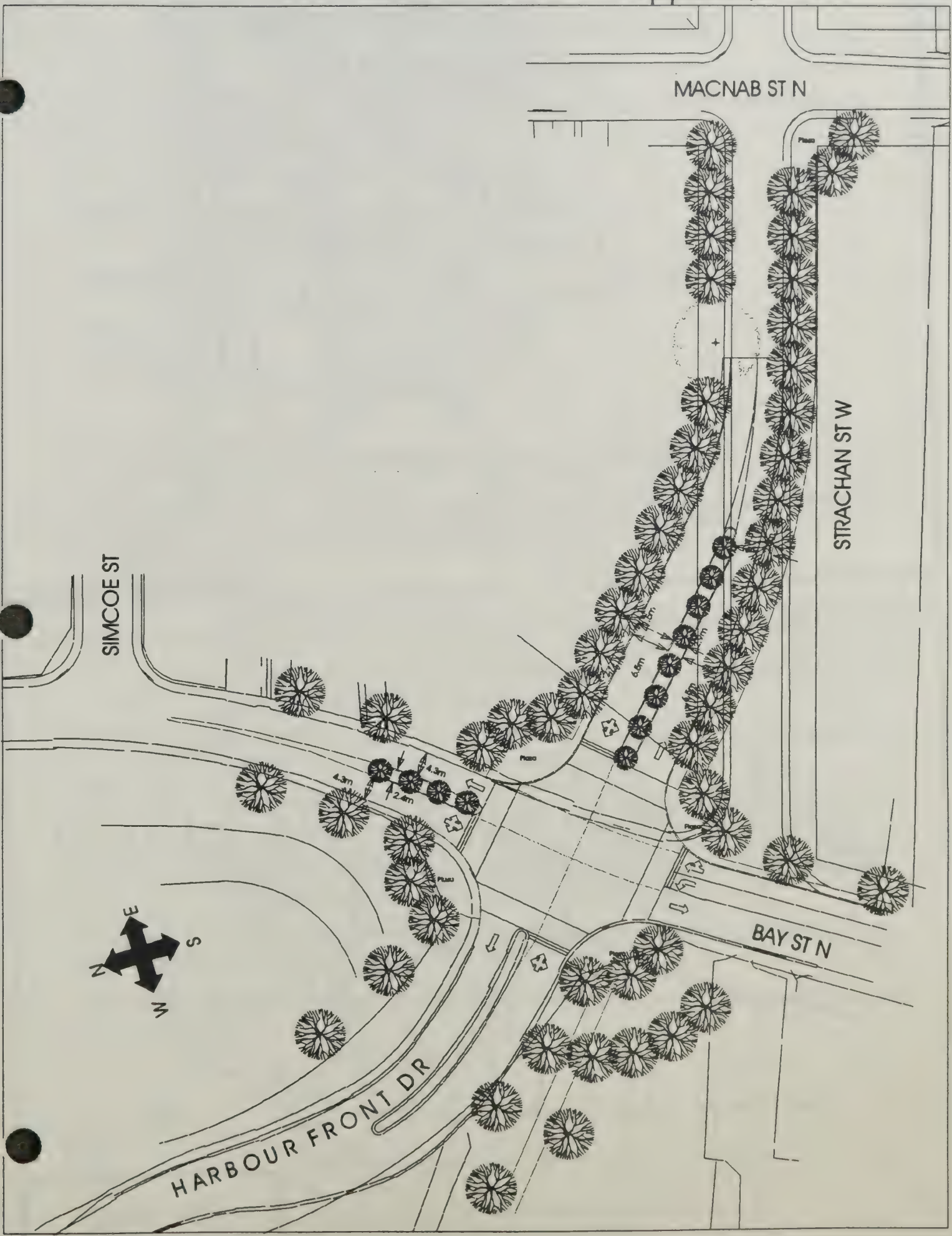
1. That the alterations be approved and carried out to Strachan Street West between Bay Street North and approximately 85m easterly, for the purpose of realigning the roadway and widening the travelled portion of the said street from the existing width of 8.7m to a width varying from 8.7m to 15.9m as illustrated in Schedule "A" attached hereto.
2. That the Mayor and Municipal Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the said works.

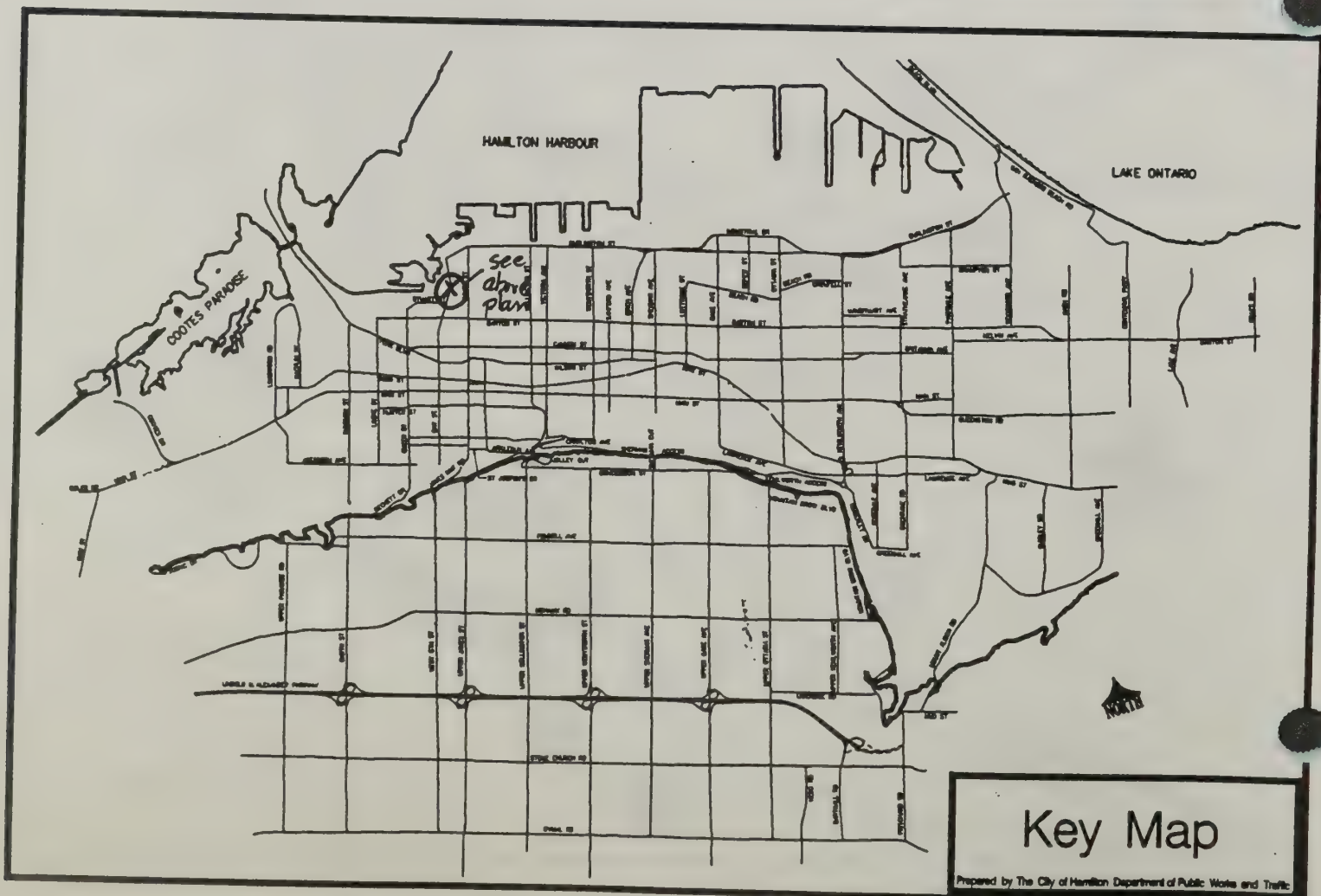
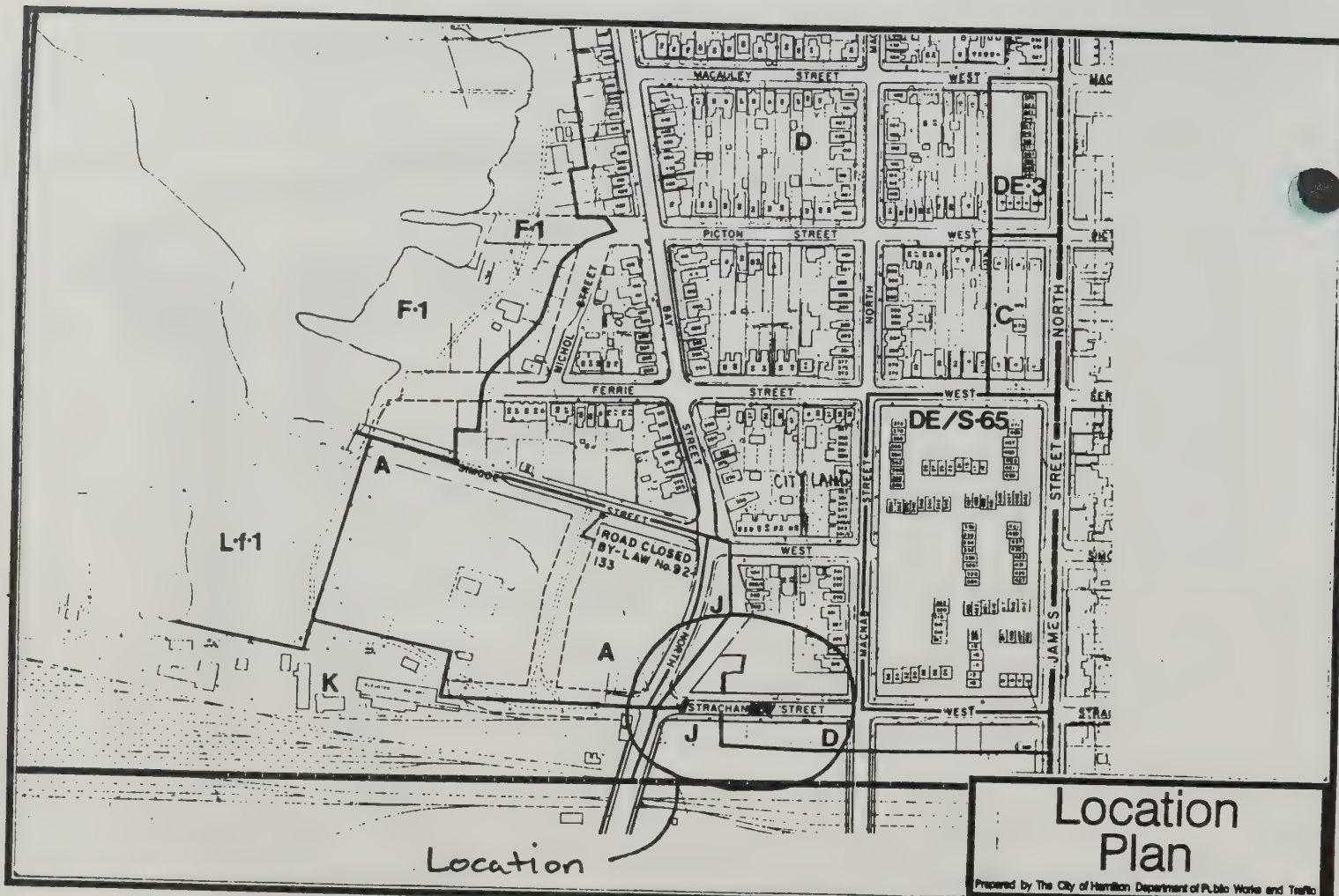
PASSED this day of , 2000.

MUNICIPAL CLERK

MAYOR

Appendix "A"





Office of the Municipal Clerk

Memorandum

3

TO: Chairman and Members
Transport and Environment Committee

FROM: Carolyn A. Biggs
Legislative Assistant

PHONE: (905)546-2604

DATE: September 6, 2000

SUBJECT: Certificate of Approval – Walcorp Inc.
675 Strathearne Avenue, Hamilton

City Council, at its meeting held on Wednesday, August 9, 2000, referred Item 1 of Transport and Environment Committee Report 12-00 back to the Committee, as follows:

1. **Walcorp Inc. – Application for Approval of a Provisional Certificate of Approval for a Waste Disposal Site (Processing) at 675 Strathearne Avenue (PDC00136)**
 - (a) That the West Central Branch of the Ontario Ministry of the Environment be advised that the City of Hamilton objects to the Application of Walcorp Inc. for Approval of a Provisional Certificate of Approval for a Waste Disposal Site (Processing) (Ministry File 3555-4JRRMB) at No. 675 Strathearne Avenue, as shown on the attached map marked as Appendix "A";
 - (b) That the West Central Branch of the Ontario Ministry of the Environment be advised of Council's decision;
 - (c) That the West Central Branch of the Ontario Ministry of the Environment be requested to forward a copy of its final decision respecting the Application of Walcorp Inc. for Approval of a Provisional Certificate of Approval for a Waste Disposal Site (Processing) at 675 Strathearne Avenue (Ministry File 3555-4JRRMB) to the Acting Municipal Clerk, City of Hamilton.

Attached is a copy of Report PDC00136 which was originally presented to the Transport and Environment Committee at its meeting of Wednesday, August 9.

John Walker, President of Walcorp Inc., has requested the opportunity address the Committee on this application.

cab.
Encl.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 2000 July 24
MOE-COA-00-002
Industrial Sector "F"

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Lee Ann Coveyduck
General Manager
Community Planning and Development

SUBJECT: Walcorp Inc. Application for Approval of a Provisional Certificate of Approval for a Waste Disposal Site (Processing) at 675 Strathearne Avenue (PDC00136)

RECOMMENDATION:

- (a) That the West Central Branch of the Ontario Ministry of the Environment be advised that the City of Hamilton does not object to the Application for Approval of a Provisional Certificate of Approval for a Waste Disposal Site (Processing) (Ministry File 3555-4JRRMB) at No. 675 Strathearne Avenue, as shown on the attached map marked as APPENDIX "A", provided the following is undertaken:
- (i) All environmental safeguards normally associated with the proposed activities are implemented to the satisfaction of the Ministry of the Environment.
 - (ii) That the approval of a Provisional Certificate of Approval apply only to the lands indicated for lease by Walcorp Inc., as shown on the attached Site Plan marked as APPENDIX "B".
 - (iii) That waste be received at a maximum rate of 22 tonnes per day and a maximum overall storage capacity of 110 tonnes, or less if determined by the Ministry of the Environment (MOE), be applied.
 - (iv) That a maximum time restriction of 6 months, or less if determined by the MOE, for the storage of all material on site be applied.
 - (v) That no hazardous wastes be accepted, stored or processed at the facility.
 - (vi) That a bond be posted with MOE, in an amount acceptable to MOE, for any materials left on-site should operations end.
 - (vii) That the applicant implement, on an ongoing basis, the Pest Management Program attached as Appendix "C".

(viii) That the applicant implement, on an ongoing basis, the following fire prevention conditions:

- (1) Water barrels of 200L capacity with three 12L pails or portable fire extinguishers having a 2A or higher rating shall be provided in the yard area and located so that the maximum travel distance from any part of the yard to a barrel or extinguisher is 25m.
 - (2) Outdoor pile sizes shall be limited to 3m in height and 100m² in area and be located 3m from property lines. In addition, there shall be a clear space of 3m between piles, that is also kept clear of grass and weeds.
 - (3) Smoking is to be permitted only in specifically approved smoking areas and not within the yard itself.
 - (4) The telephone number of the Fire Department and location of the nearest telephone(s) shall be posted conspicuously in working locations in the open yard in each building.
 - (5) The area of individual storage piles indoors shall not exceed 500m² in area and 4.5m in height. In addition, there shall be a main aisle running the length of the building at least 2.4m wide.
- (b) That a copy of this report be forwarded to the West Central Branch of the Ontario Ministry of the Environment for their consideration.
- (c) That the West Central Branch of the Ontario Ministry of the Environment be requested to forward a copy of its final decision respecting the Application for Approval of a Provisional Certificate of Approval for a Waste Disposal Site (Processing) at 675 Strathearn Avenue (Ministry File 3555-4JRRMB) to the Acting Municipal Clerk, City of Hamilton.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

This matter does not require Transition Board approval.

Certificate of Approval applications are processed by the Ontario Ministry of the Environment under the authority of the Environmental Protection Act. The City of Hamilton has been formally requested to provide comment to the Ministry on this specific application.

BACKGROUND:

What is a Certificate of Approval

A "Certificate of Approval" pursuant to Part V of the Environmental Protection Act is a legally binding document, through which an individual, company or municipality is permitted by the Ontario Ministry of the Environment (MOE) to undertake an activity related to the management of waste.

Each Certificate of Approval is drafted to address the site-specific considerations relevant to the proposal and contains enforceable requirements that ensure environmental and health protection, compliance with legislation and policy requirements. The Certificate of Approval stipulates the types of wastes that can be managed at the facility, and contains "conditions" that describe the manner in which the facility is to be operated. Failure to comply with any of a Certificate's conditions constitutes a violation of the Environmental Protection Act and is grounds for enforcement through the Provincial Offences Act.

As part of their review process, the MOE requests the affected municipalities to provide comments on new and amended Certificate of Approval applications. The MOE then makes a decision on the application on the basis of the comments received, in addition to various technical and environmental considerations. Comments from the City of Hamilton and the Region of Hamilton-Wentworth on Certificate of Approval applications are forwarded to the MOE.

The Proposal

The applicant has applied for a Provisional Certificate of Approval to operate a waste disposal site (processing) on a portion of the lands known as No. 675 Strathearn Avenue, within Industrial Sector "F". The applicant has leased the southerly 0.4 ha (1 ac.) of No. 675 Strathearn Avenue for the proposed facility, as shown on the attached map marked as APPENDIX "A". Industrial Sector "F" is an established heavy industrial area. Surrounding land uses include heavy and general industrial uses. The closest residential land uses are located approximately 600 m to the south-west, along Beach Road (the Beaty Enclave). A site plan of the lands leased by Walcorp Inc. for the proposed waste disposal facility is attached as APPENDIX "B". According to the application, the main shop (shown as test, storage and package areas) has a floor area of 445.9 m² (4,800 sq. Ft.). The application is to allow the transfer and processing of non-hazardous solid domestic, commercial, institutional or industrial material purchased for re-sale. The proposed operation consists of two types of recycling operation, both of which require a Certificate of Approval from the MOE.

Firstly, the applicant is proposing to recycle unprocessed non-conforming uncured and/or cured rubber. For example, Walcorp Inc. would purchase rubber, which does not meet the source manufacturers specifications, they then test the material to determine its grade and properties. The rubber material is then packaged for resale to another manufacturer for whom the product is a suitable material. In some cases, the rubber requires curing in a warming oven prior to resale. No mechanical processing is undertaken. Any material not deemed suitable for re-use is disposed of at a certified waste disposal site. It should be noted that the applicant is not proposing to recycle tires; nor would they be permitted to accept new or used tires at the facility.

The second type of operation includes the recycling of non-conforming automotive parts (e.g. chassis and anti-vibration mounts). The applicant purchases the rejected automotive parts from the manufacturer and uses a specialized cleaning oven to remove rubber debris from the parts. The metal components are then suitable for resale to an automotive manufacturer. A provisional Certificate of Approval (Air) was granted for operation of the heat cleaning oven in June 2000. Waste products include rubber ash and unusable metals. Scrap metal is salvaged for resale and rubber ash is transferred to a certified waste disposal site.

The application indicates the maximum amount of material to be stored on site would be 110 tonnes and that material would be received at a maximum rate of 22 tonnes per day (average 4.5 tonnes per day). The application also indicates that storage times are approximately 2-3 weeks for residual waste and a maximum of 4-6 months for recycled products.

It should be noted that the applicant was previously operating a rubber recycling operation at lands located at No. 735 Strathearn Avenue. The applicant was advised by MOE staff that a Certificate of Approval is required for the operation of a waste disposal site. Since the applicant was intending to relocate to No. 675 Strathearn Avenue, he has applied to legalize the operation at the new location.

COMMENTS FROM MUNICIPAL DEPARTMENTS:

- **Transportation, Operations and Environment Division, Community Traffic and Parking Services Section**

"...staff have reviewed this application and have no concerns."

- **Transportation, Operations and Environment Division, Regulatory Environmental Management Section**

"...we wish to inform you:

1. There will be no wastewater discharged from this operation and any solid and liquid waste will be appropriately dealt with through the proper Ministry guidelines.

The operation should not present any foreseeable problems with regard to sewer use. Therefore, the proposal put forth by Walcorp Incorporated, as it stands, is acceptable from a sewer use standpoint."

- **Transportation, Operations and Environment Division, Solid Waste Management Section**

"The Walcorp Incorporated application to the Ministry of the Environment for a Provisional Certificate of Approval is acceptable from a solid waste standpoint providing:

- a maximum storage times for materials is adhered to

- no hazardous wastes are accepted at the facility
- a Bond is posted for any materials left on site should operations end

The issues mentioned above were addressed in the application."

- **Fire Prevention Division, Fire Department**

The following comments were submitted on June 30, 2000:

"This Department has reviewed the above noted application for a Provisional Certificate of Approval, and in conjunction with a site inspection of this facility. This Department does not object to the application, provided the applicant complies with the requirements noted herein and the Fire Safety Inspection Report referencing our July 5, 2000 inspection (copy attached).

It is our understanding that WALCORP Inc. will be recycling rubber products by means of baking and curing the material in an electric oven which is the same process as is carried out on their existing location at 735 Strathearne Avenue North.

Water barrels of 200L capacity with three 12L pails or portable fire extinguishers having a 2A or higher rating shall be provided in the yard area and located so that the maximum travel distance from any part of the yard to a barrel or extinguisher is 25m.

Outdoor pile sizes shall be limited to 3m in height and 100m² in area and be located 3m from property lines. In addition, there shall be a clear space of 3m between piles, that is also kept clear of grass and weeds.

Smoking is to be permitted only in specifically approved smoking areas and not within the yard itself.

The telephone number of the Fire Department and location of the nearest telephone(s) shall be posted conspicuously in working locations in the open yard in each building.

The area of individual storage piles indoors shall not exceed 500m² in area and 4.5m in height. In addition, there shall be a main aisle running the length of the building at least 2.4m wide.

A Fire Safety Inspection Report has been served on the Company for the subject location to deal with the issue of portable fire extinguishers. A memo has also been sent to the Building Department advising of the construction of an addition to the main building (#2) for the housing of an electric oven.

Our Department will conduct the necessary follow-up inspections to ensure compliance with our requirements. Please find attached a copy of a Site Plan for the Company's operation, which has been highlighted for your reference."

The following comments were submitted on July 21, 2000:

"Our reinspection on July 20, 2000 revealed the following:

All items from our Fire Safety Inspection report of July 5, 2000 were found completed. Regarding the other requirements noted in the body of our letter dated June 30, 2000, I report as follows:

- water barrels have been provided on site to our satisfaction - completed
- NO SMOKING signs have been provided and installed on site - completed
- the emergency Fire Department # has been provided on site - completed

Note: The business is not in production as yet - therefore there is no concern regarding the outdoor and indoor storage piles at this time. However we will monitor the operation in future to ensure that the piles are in compliance. As a point of information only Building #2 is occupied by Walcorp."

- **Community Planning and Development Division, Land Development Department**

The proposed facility at No. 675 Strathearn is located within Industrial Sector "F" Neighbourhood and is designated "Industrial" by the City of Hamilton Official Plan. In addition, the lands are located within a "K" (Heavy Industry, etc.) District zone. The following Official Plan policies should be noted:

A.2.3.1 The primary uses permitted in the areas designated on Schedule "A" as INDUSTRIAL will be for Industry. In this regard, Industry is defined as manufacturing, processing, warehousing, repair and servicing. In addition to the primary permitted uses, the following uses may be permitted within INDUSTRIAL areas:

iii) Uses which have characteristics or functional requirements similar to Industries;"

2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial standards with respect to the emission of sounds and vibrations, permissible concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off.

The area would be further categorized by the Official Plan as a Heavy Industrial area. Heavy Industrial areas are intended for industrial land uses, which have substantial impact on adjacent sensitive land uses. The proposed waste management activities are consistent with the permitted uses within the Industrial designation. Furthermore, as stated in the Background Section of this report, the nearest residential land uses are approximately 600 m to the south-west. Accordingly, there are no residential or sensitive land uses in the vicinity of the proposed facility. The proposal would not conflict with the intent of the Official Plan.

- **Community Planning and Development Division, Building Department**

"1. The two recycling/waste transfer uses described in the application are permitted in the district.

2. The site is currently licensed by the City as a salvage yard, and the proposed use may require the same license to be obtained."

- **Environmental Health Branch, Social & Public Health Services Division**

The following comments were submitted on July 6, 2000:

"Staff have conducted a review of the information provided. Although the area proposed for the use is in our industrial area, odour concerns exist. The Certificate of Approval for the burning of rubber from metal parts should address these concerns.

The "oven curing" of rubber, although not requiring a Certificate of Approval, will still produce odours and no information has been supplied as to how the proponent will deal with these odours.

Although no hazardous materials will be present, concerns exist over fire control and the possible issue of hazardous compounds being released through an accidental fire and burning of rubber compounds. The presence of fire extinguishers as indicated in the report causes concern over the adequacy of fire controls. This Department recommends that the Fire Prevention Department review this application and make recommendations as to the adequacy of fire control at the site.

Proper pest control must also be incorporated into a plan in order to address concerns over vermin harbourage. It is recommended that a Pest Management Program be instituted by the proponent, utilizing licensed pest control operators."

The following comments were submitted on July 21, 2000:

"This Department has received additional information concerning this application.

We are now satisfied that the "curing" of rubber compounds will not present an odour nuisance and that proper professional pest control will be in place. A copy of the pest control program is included.

This Department has no objections to the application."

RECEIPT OF PUBLIC COMMENTS:

Prior to submitting the application, the applicant, Walcorp Inc., circulated an information Notice to property owners abutting the subject lands 675 Strathearn Avenue North, attached as APPENDIX "D". The list of abutting property owners is also shown on APPENDIX "D". The Notice provides a description of the proposed operation. Walcorp Inc. has indicated that they received no negative input or concerns from area property owners. The Notice also advised questions could be directed to the Ministry of the Environment. The Ministry has advised that, as of July 19, 2000, no comments were received in response to the Notice.

COMMENTS:

1. As stated previously, the nearest residential land uses are approximately 600 m to the south-west. Accordingly, there are no residential or sensitive land uses in the vicinity of the proposed facility. There are no Neighbourhood concerns respecting proximity of the proposed facility to residential land uses.
2. Staff from City/Regional Departments have identified the following concerns/issues with the proposed amendments.

Proposed Site

As noted in the background of this report, the proposed recycling facility would only occupy a portion of the lands known as No. 675 Strathearne Avenue. Therefore, if approved, the Certificate of Approval should only apply to the lands shown on the Site Plan, attached as APPENDIX "B".

Maximum Storage Times and Capacities

The City/Regional Solid Waste Management Section have recommended that maximum storage times be applied, that there be no hazardous waste accepted at the facility and that a bond be posted by the applicant. It is understood that these are standard provisions that are applied by MOE. However, to ensure these restrictions are incorporated into the Certificate of Approval, maximum storage capacities, time restrictions, limitations to non-hazardous waste, and bond posting requirements should be included in the City's recommendation to MOE. The storage and time restriction capacities should be as indicated in the application, or less, if determined appropriate by the MOE.

Pest Control and Odour

The Environmental Health Branch identified two potential concerns during their initial review. Firstly, they were concerned that the rubber curing oven, which is not subject to a Certificate of Approval (Air) because it does not vent to the atmosphere, may produce odours. Potential odours should be addressed regardless of the fact that the subject lands are in an industrial area. Accordingly, the applicant has provided the Health Branch with additional information regarding the curing of rubber compounds. The Health Branch is now satisfied that an odour nuisance would not be created.

The second concern identified is the need for proper pest control to address possible vermin harbourage. In reply to this concern, the applicant has submitted a Pest Management Program, attached as APPENDIX "C". This Program is satisfactory to the Health Branch and compliance with the Program should be included as a condition of the Certificate of Approval.

Fire Prevention

The Fire Prevention Department indicated that a Fire Safety Inspection Report was issued to Walcorp Inc. on July 5, 2000 respecting 675 Strathearne. By July 20, 2000, the applicant had complied with the requirements in the Report. Furthermore, the

Fire Prevention Department made a number of comments respecting the adequacy of fire control at this site, such as limitations to storage pile sizes, aisle clearance, smoking areas, etc. The Fire Department does object to the application, provided the requirements are fulfilled. Notwithstanding that the Fire Safety Inspection Report has been complied with to date, all of the recommendations of the Fire Prevention Department should be incorporated into the Provisional Certificate of Approval to ensure ongoing compliance.

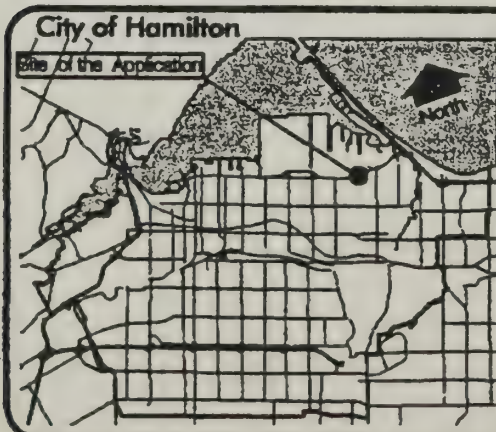
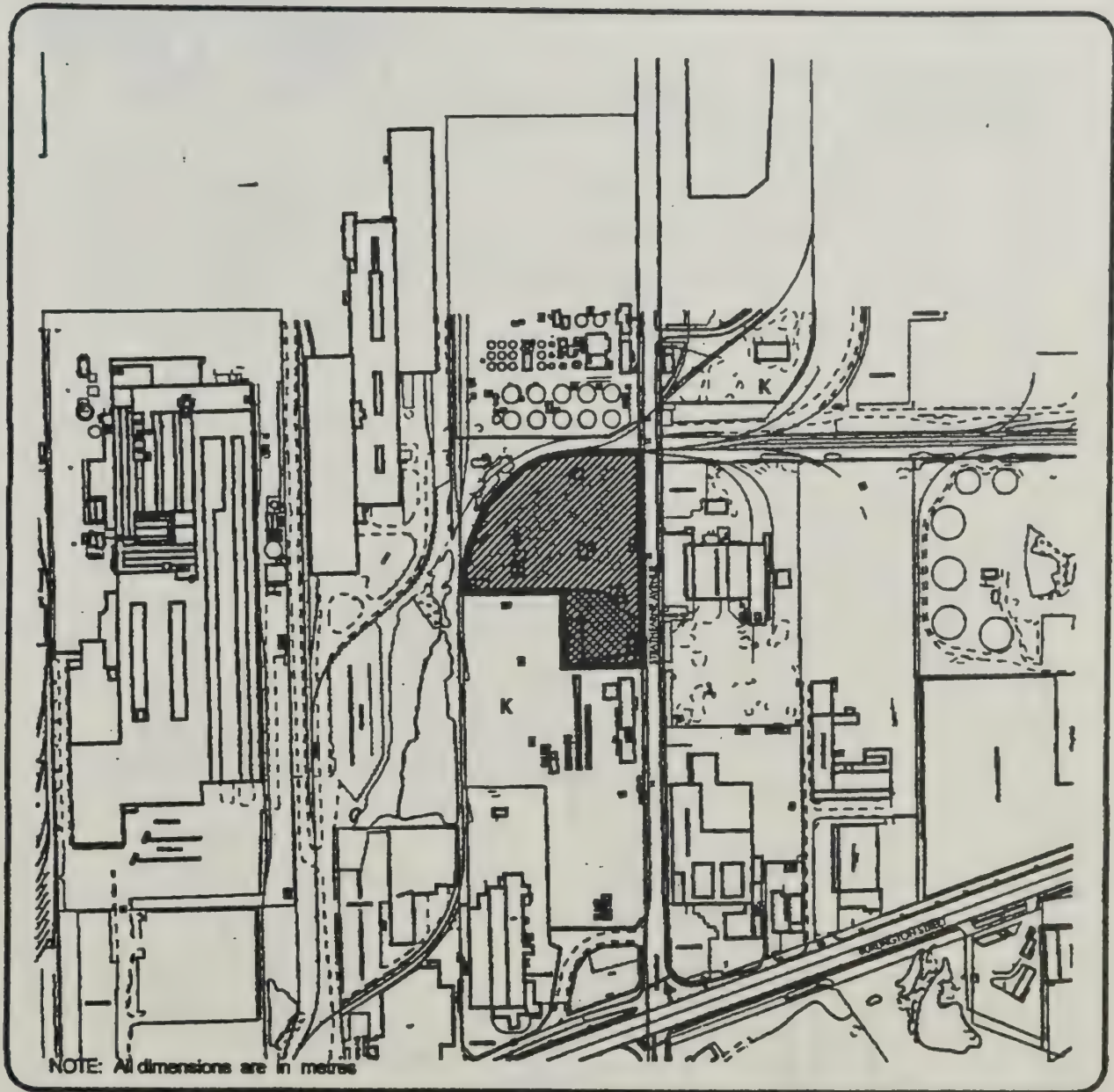
CONCLUSION:

Based on the above Comments, the Ministry of the Environment should be advised that the City of Hamilton would not object to the application for a Provisional Certificate of Approval by Walcorp Inc. at 675 Strathearne Avenue, subject to the following:

- All environmental safeguards normally associated with the proposed activities are implemented to the satisfaction of the Ministry of the Environment.
- That the approval of a Provisional Certificate of Approval apply only to the lands indicated for lease by Walcorp Inc., as shown on the attached Site Plan marked as APPENDIX "B".
- That waste be received at a maximum rate of 22 tonnes per day and a maximum overall storage capacity of 110 tonnes, or less if determined by the Ministry of the Environment (MOE), be applied.
- That a maximum time restriction of 6 months, or less if determined by the MOE, for the storage of all material on site be applied.
- That no hazardous wastes be accepted, stored or processed at the facility.
- That a bond be posted with MOE, in an amount acceptable to MOE, for any materials left on-site should operations end.
- That the applicant implement, on an ongoing basis, the Pest Management Program attached as Appendix "C".
- That the applicant implement, on an ongoing basis, the following fire prevention conditions:
 - Water barrels of 200L capacity with three 12L pails or portable fire extinguishers having a 2A or higher rating shall be provided in the yard area and located so that the maximum travel distance from any part of the yard to a barrel or extinguisher is 25m.
 - Outdoor pile sizes shall be limited to 3m in height and 100m² in area and be located 3m from property lines. In addition, there shall be a clear space of 3m between piles, that is also kept clear of grass and weeds.

- Smoking is to be permitted only in specifically approved smoking areas and not within the yard itself.
- The telephone number of the Fire Department and location of the nearest telephone(s) shall be posted conspicuously in working locations in the open yard in each building.
- The area of individual storage piles indoors shall not exceed 500m² in area and 4.5m in height. In addition, there shall be a main aisle running the length of the building at least 2.4m wide.

CL-M/cl-m



Community Planning and Development Division

Location Map

Legend



Proposed Waste Disposal
Site (Processing)



No. 675 Strathearn Avenue

Reference File No.

MOE COA 00-02

Scale

NOT TO SCALE

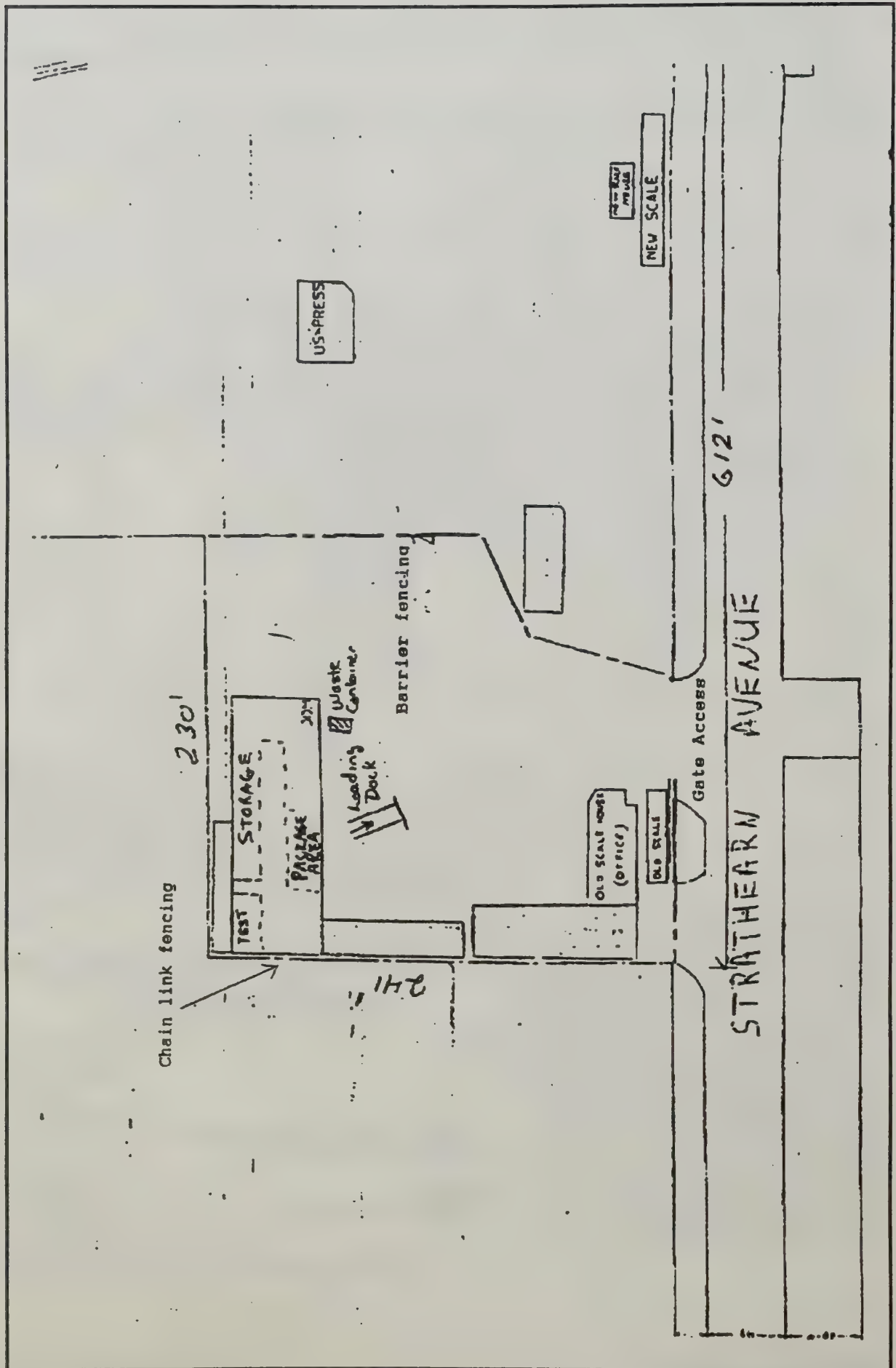
Date

June, 2000

Drawn By

JS

APPENDIX "A"



ALL-PEST

CONTROL SERVICES INC. QUOTATION FORM

Oakville/Mississauga: (905) 847-8977
 Burlington: (905) 333-0448
 Hamilton: (905) 572-1177

P.O. Box 8368, Station 'D', Hamilton, Ontario L8V 4L0

Date: Tues, July 11/00

Type of Service: Monthly

Client's name: Walcorp

To Commence: T.B.A.

Address: 675 Strathearn N, Ham

Serviceman: Mike

Phone: 312-0905

Service Address: Same

☐ Apt. Building

☐ Townhouse

☐ Residential

☐ Restaurant

☒ Factory

Other: Rubber Dept.

No. of Services per month: One

Treatment Plan:

Monthly rodent/insect service. Service all buildings on site interior & exterior for all rodents (rats/mice) and insects. All baits & labor included - no initial charge for set-up.

Covers all Insects and Rodents Except: termites

Special Instructions:

Service to be done at customer's convenience
Service log to be kept on-site.

Monthly Charge: \$40.-

Extra Charges: Birds; urban
wildlife (eg. raccoon
trapping)

Initial Charge: N/A

Client Signature

A.P.C. INC.

Sales tax not included

Complete Professional Pest Management Services

APPENDIX "C"

Walcorp Inc.

675 Strathearn Ave. N.
Hamilton Ontario L8H 5N3
905 935-7840
905 938-3839 Fax

To Whom it may concern,

This letter is to advise you that Walcorp Inc. has applied for a Certificate of Approval from the Ministry of Environment and Energy for our operations located at 675 Strathearn Avenue North, L8H 5N3.

Walcorp Inc. intends to process raw rubber and processed rubber products and packaging materials for resale.

Any questions regarding this matter can be directed to Jane Glassco, Senior Environmental Officer, Ministry of Environment and Energy, 119 King Street West, Hamilton, L8P 4Y7.

Sincerely,



J. S. Walker

President

Walcorp Inc.

List of Adjacent Properties Notified

1. Dofasco- 671 Strathearn Ave. N.
2. Stelwire- 690 Strathearn Ave. N.
3. Triple M Metal Inc.- 706 Strathearn Ave. N.
4. UM Canada – 700 Strathearn Ave. N.
5. Philip Services – 670 Strathearn Ave. N.
6. VFT Inc. – 725 Strathearn Ave. N.

APPENDIX "D"

4

CITY OF HAMILTON
- RECOMMENDATION -

DATE: August 15, 2000
File: TEC-060-00 /Author: M. Preston T103-69 (65)

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charlie Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: Proposed Outdoor Boulevard Cafe
164 James Street South, Hamilton (PWT00143)

RECOMMENDATION:

That the application of 1312754 Ontario Inc. to erect an outdoor boulevard café at 164 James Street South in Hamilton, on the Duke Street road allowance, be approved, subject to the following conditions:

- a) That the applicant enter into an Outdoor Boulevard Cafe agreement in a form satisfactory to the Acting Commissioner of Public Works and Traffic and the Corporate Counsel and Director of Real Estate;
- b) That the applicant pay a document registration fee of \$50. and an annual fee of \$236.25.;
- c) That the applicant provide proof of \$5,000,000 public liability insurance, naming the City of Hamilton and the Regional Municipality of Hamilton-Wentworth, and hold the City and Region harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
- d) That the applicant occupies the licensed area of the boulevard from May 1 to October 31 only and that all furniture, equipment, etc. be removed from the road allowance at all other times;
- e) That the applicant maintain access for the physically challenged utilizing the Barrier Free Design Standards adopted by Council on 1994 October 25;
- f) That the Mayor and the Municipal Clerk be authorized and directed to execute the Outdoor Boulevard Cafe Agreement.

Manf. B. H. [Signature]
C Guthro

SUBJECT: Proposed Outdoor Boulevard Café
164 James Street South, Hamilton (PWT00143)

Page 2

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Transition Board approval is not required. A registration fee of \$50. has been paid by the applicant and an annual fee of \$236.25 will be applicable at the time the moratorium on encroachment fees ceases.

BACKGROUND:

An application has been received from 1312754 Ontario Inc. to erect an outdoor boulevard cafe at Sasso Basso Risto, located at 164 James Street South in Hamilton. The café will be situated on the Duke Street road allowance and will be serviced through the back door of the restaurant.

The practice of this Department concerning applications for outdoor boulevard cafes is to circularize to the businesses and residents within a 400' radius and the affected municipal departments and public utility companies for comments and concerns. The results are as follows:

Total number circularized to area residents/businesses: 271
In favour: 19 Opposed: 5 No response: 247

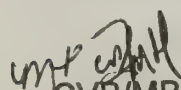
Those opposed felt that there were already too many cafes in the area and that noise would increase in the area. There was also a concern about controlling access to the patio as it is located on Duke Street while the restaurant is located on James Street. The patio is, however, serviced from a back entrance, which does open onto the Duke Street side of the property.

This Department is also in receipt of a letter of opposition dated August 16, 2000, stating various reasons, from the adjacent property owner on Duke Street.

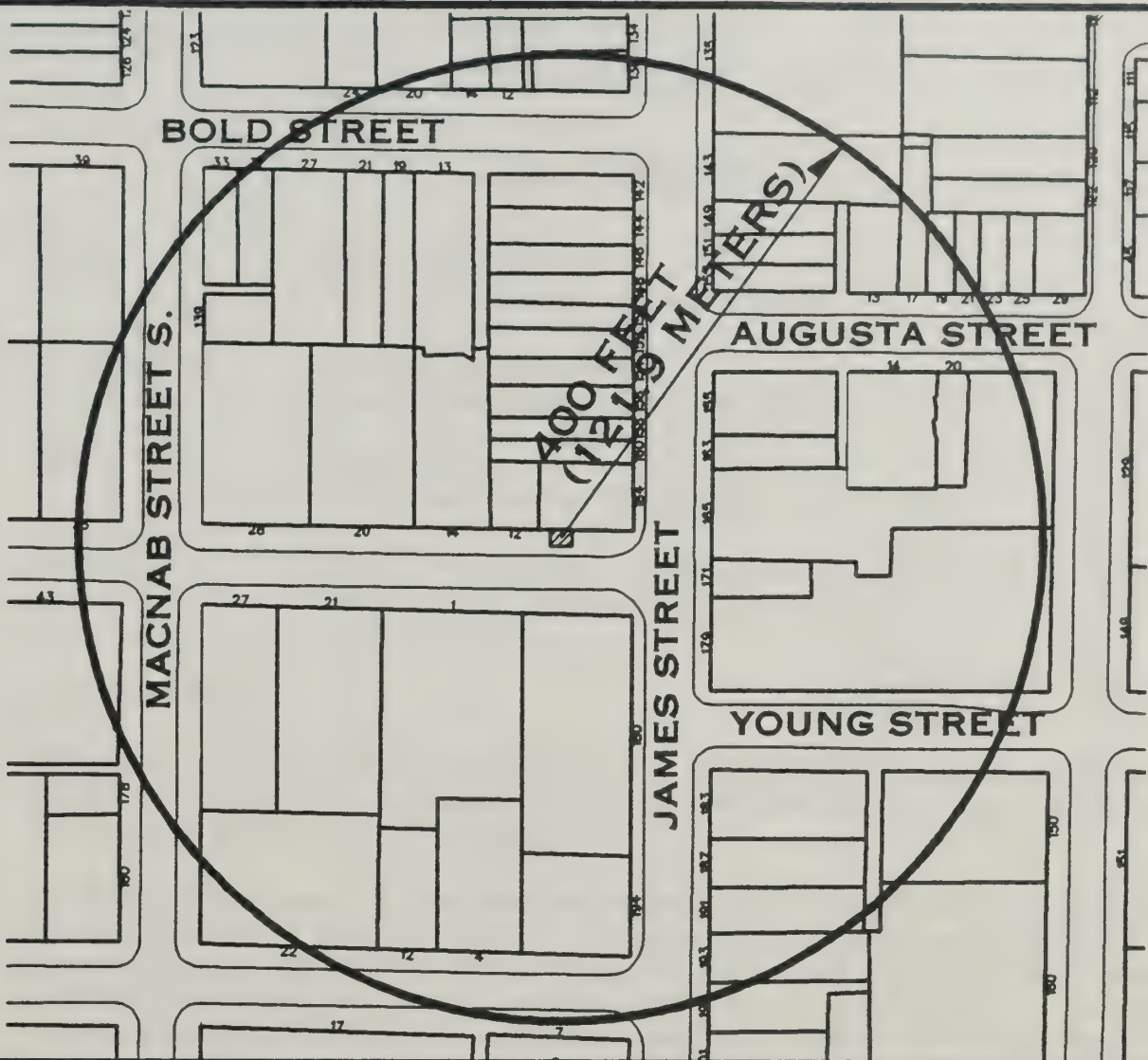
Municipal Departments
No objections.

Public Utility Companies
No objections.

As the majority of the comments received are in favour of the café, this Department supports the application.


CVB/MBH/str

cc: Alderman A. Horwath, Ward 2
cc: Alderman R. Corsini, Ward 2
cc: Alderman G. Copps, Chairperson Pathways Committee
cc: T. Bradbury, Acting General Manager of Finance



**AREA OF PROPOSED
OUTDOOR PATIO**

REFERENCE FILE NO.: T103-69 (65)

DATE: AUGUST 3, 2000
SCALE: NOT TO SCALE

LOCATION PLAN



**City of
HAMILTON**

Department of Public Works and Traffic

KEY MAP

CITY OF HAMILTON

5(a)

- INFORMATION -

DATE: September 6, 2000
File No. TEC-059-00 / Author: M. Hazell

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Charles Guthro
Acting Commissioner of Public Works and Traffic

SUBJECT: Costs of Allowing Free Parking in the Downtown Core for the Months of
November and December, 2000 (PWT00133)

BACKGROUND:

M. B. Hazell for C. Guthro

At the July 4, 2000 meeting of the Committee of the Whole, staff were directed to prepare a report on the financial implications of providing free on-street parking in the Downtown Core for the months of November and December, 2000.

In addition to there being no funds budgeted for this type of program, staff have concerns about the concept of "free" parking programs. The former Hamilton Parking Authority and the City Council experimented with free parking in the downtown during the months of December 1996 and December 1998, but both experiments were not well received and several operational problems were experienced. The 1998 experiment was during an HSR bus strike, so it is not possible to verify whether or not this had any effect on drawing more people to the downtown.

There is no such thing as "free" parking and if the parking is not paid for by the user (parker) it must be subsidized from the general levy and paid for by all taxpayers regardless of whether or not they use the facilities. However, this is a policy decision that must be dealt with by the City Council. If such a program is approved for the year 2000, staff will need to have adequate time to prepare an operational plan.

Lost revenues in the order of \$45,000 would be expected (\$40,000 in lost parking meter revenues and \$5,000 in lost parking enforcement revenues) for the area bounded by Jackson, Bay, York/Wilson and Wellington which were the boundaries of previous experiments. In 1998, the City Council discussed the feasibility of expanding the downtown core area to include the King West BIA and to also allow free parking on King from Bay to Queen. Additional revenue losses would be incurred depending on the actual boundaries used for any free parking program.

The \$40,000 in lost meter revenues would negatively affect the Parking Services budget, which is funded by parking revenues and is not part of the general levy. However, for the previous "free" parking experiments, the City Council paid for the program from general revenues and the Parking Services budget was replenished such that there was no negative effect on this self-sustaining program. There would also be undetermined costs in advertising and implementing such a program for which no funds have been budgeted.

MBH/kag

AUG 28 2000

Ministry of the Environment

Ministère de l'Environnement

135 St. Clair Avenue West
Toronto ON M4V 1P5

135, avenue St. Clair ouest
Toronto ON M4V 1P5



Ontario

<http://www.ene.gov.on.ca>

August 8, 2000

5(b)

Pibs 3976e

To c.c. ✓ 08/31.
memo

MEMORANDUM

TO: Heads of Councils

FROM: Dan Newman, Minister of the Environment

COPY: Chief Administrative Officers
Public Utility Commissioners

r clear

AUG 31 2000

you 5/00

Today, Premier Mike Harris, Minister Tony Clement and I announced the details of Operation Clean Water, an action plan to ensure that Ontario's drinking water remains among the safest in the world.

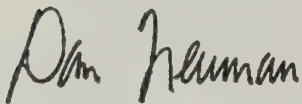
Operation Clean Water is already underway with the inspections we are undertaking of every municipal water treatment facility in the province, and today we announced details on the a new regulation that will help to protect Ontario's drinking water.

The *Drinking Water Protection Regulation* will apply to water treatment and distribution systems that require approval under the Ontario Water Resources Act, including municipal waterworks and other large systems. The regulation will make Ontario's standards for the protection of drinking water quality among the toughest in Canada. Under the regulation:

- All waterworks must have their drinking water samples analyzed by an accredited laboratory. A licenced waterworks operator, or a person who meets the regulation's requirements for performing water quality analysis, is permitted to test for operatoinal parameters. Written notice of the identity of the laboratory must be sent to the ministry at least three days before the sample is analyzed.
- All laboratories that analyze for drinking water in the province must be accredited for microbiological tests when the regulation becomes law; for 23 chemical parameters by October 31, 2000, and for the balance of chemical parameters by February 28, 2001.
- Sampling requirements are now mandatory for those affected by the regulation. These requirements are detailed in the regulation.

- The regulation strengthens Ontario's requirements for water disinfection by updating provincial chlorination procedures, and makes chlorination - or another disinfection treatment that is as effective as chlorine - a requirement.
- By certain dates - starting November 2000 - municipalities are required to prepare a report on their waterworks operations, using the services of a professional engineer and following terms of reference provided by the ministry. The report must include, among other things, an assessment of the potential for microbiological contamination, a characterization of the raw water supply source, as assessment of operational procedures and recommendations, and an assessment of existing physical works and recommendations. Based on the report, the ministry will issue new consolidated certificates of approval that will reflect and reinforce any new regulatory or site specific requirements. A list of submission dates for engineers' reports for all waterworks across the province is located on the ministry's web site under *Affected Waterworks (Drinking Water Submission Dates for First Engineers' Reports)*.
- The process for reporting exceedences or indicators of adverse water quality has been made unequivocally clear by this regulation.
- Municipalities must make quarterly reports available to their residents on their waterworks operations.

Information sessions are being held across the province (see attached list) beginning August 11. A detailed information package is being mailed to you, and all of the information is on the ministry's web site at www.ene.gov.on.ca.



Dan Newman, Minister of the Environment

Enclosure(s)



**CITY OF HAMILTON
TRANSPORT AND ENVIRONMENT COMMITTEE**

URBAN MUNICIPAL

**Monday, October 2, 2000
9:30 a.m.
Room 233, Hamilton City Hall
71 Main Street West, Hamilton**

OCT 04 2000

GOVERNMENT DOCUMENTS

**Carolyn Biggs
Legislative Assistant**

Please Note: All Cellular Telephones and Pagers are to be switched to a non-audible function during Council and Committee meetings.

CALL TO ORDER

1. DECLARATIONS OF INTEREST

2. ADOPTION OF MINUTES – September 11, 2000

3. PUBLIC MEETING

By-law to Stop-up, Close, Retain, Establish, Widen, Layout, Alter and Divert Chedmac Drive, adjacent to the Twin Pad Arena (TOE00015)

Note: In accordance with the provisions of Section 300 of The Municipal Act, the above proposed alteration was advertised in The Spectator for four consecutive weeks.

Members of the public may be in attendance to address this issue.

4. Garage/Yards Rationalization (CS99026b)

5. School Crossing Guards – Various Locations (PWT00167)

6. CONSENT AGENDA

6.1 Routine Amendments to the City Traffic By-law 89-72 – Transport and Environment Committee Meeting – October 2, 2000 (PWT00158)

6.2 Request for "Ernie Hutton Place" Ceremonial Street Name Signs (PWT00157)

6.3 Turn Regulation at the Intersection of King Street West and Hess Street North (TOE00014)

7. IN CAMERA AGENDA

7.1 Status Report – Scott MacDonald Marine Lease (LS00020)

7.2 Environmental Appeal Board – Scott MacDonald Marine (LS00021)

8. OTHER BUSINESS

9. ADJOURNMENT



MINUTES

CITY OF HAMILTON SPECIAL MEETING OF THE TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, September 11, 2000

9:30 a.m.

Room 233, Hamilton City Hall
71 Main Street West, Hamilton

Present: Alderman C. Collins (Chairperson), Alderman D. Wilson (Vice-Chairperson), Aldermen T. Anderson, M. Kiss, A. Horwath, B. Morelli, T. Jackson,

Absent with regrets: Mayor R. M. Morrow
Alderman F. D'Amico

Also Present: M. Hazell, R. Meiers, T. Gill, F. Westaway, C. Lee-Morrison, C. Biggs

Alderman C. Collins, Chairperson, called the meeting to order.

THE FOLLOWING ITEMS WERE RECOMMENDED TO CITY COUNCIL:

1. **Proposed Alteration of Strachan Street West between Bay Street North and approximately 85m Easterly (PWT00140) (Item 2)**

That the appropriate by-law to alter the roadway of Strachan Street West between Bay Street North and approximately 85m easterly by realigning the roadway and widening the pavement from the existing width of 8.7m to a width which varies from 8.7m to 15.9m, be passed and enacted.

2. **Walcorp Inc. – Application for Approval of a Provisional Certificate of Approval for a Waste Disposal Site (Processing) at 675 Strathearne Avenue (PDC00136) (Item 3)**

- (a) That the West Central Branch of the Ontario Ministry of the Environment be advised that the City of Hamilton objects to the Application of Walcorp Inc. for Approval of a Provisional Certificate of Approval for a Waste Disposal Site (Processing) (Ministry File 3555-4JRRMB) at No. 675 Strathearne Avenue, as shown on the attached map marked as Appendix "A";

- (b) That the West Central Branch of the Ontario Ministry of the Environment be advised of Council's decision;
- (c) That the West Central Branch of the Ontario Ministry of the Environment be requested to forward a copy of its final decision respecting the Application of Walcorp Inc. for Approval of a Provisional Certificate of Approval for a Waste Disposal Site (Processing) at 675 Strathearne Avenue (Ministry File 3555-4JRRMB) to the Acting Municipal Clerk, City of Hamilton.

3. Proposed Outdoor Boulevard Café – 164 James Street South, Hamilton (PWT00143) (Item 4)

That the application of 1312754 Ontario Inc. to erect an outdoor boulevard café at 164 James Street South in Hamilton, on the Duke Street road allowance, be approved, subject to the following conditions:

- (a) That the applicant enter into an Outdoor Boulevard Cafe agreement in a form satisfactory to the Acting Commissioner of Public Works and Traffic and the Corporate Counsel and Director of Real Estate;
- (b) That the applicant pay a document registration fee of \$50. and an annual fee of \$236.25;
- (c) That the applicant provide proof of \$5,000,000 public liability insurance, naming the City of Hamilton and the Regional Municipality of Hamilton-Wentworth, and hold the City and Region harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
- (d) That the applicant occupies the licensed area of the boulevard from May 1 to October 31 only and that all furniture, equipment, etc. be removed from the road allowance at all other times;
- (e) That the applicant maintain access for the physically challenged utilizing the Barrier Free Design Standards adopted by Council on 1994 October 25;
- (f) That the Mayor and the Municipal Clerk be authorized and directed to execute the Outdoor Boulevard Cafe Agreement.

4. Request for Permit Parking – Barlake Avenue, Hamilton (New Business)

- (a) That a "Permit Parking" regulation be implemented on the south side of Barlake Avenue, between Violet Drive and the westerly end, and that the City Traffic by-law 89-72 be amended accordingly;

- (b) That the Acting Commissioner of Public Works be authorized to issue one parking permit per residence, to a maximum of five parking permits, on a first-come-first-served basis.

THE FOLLOWING ITEMS NOT REQUIRING COUNCIL APPROVAL WERE RECEIVED AND/OR NOTED:

(a) Declarations of Interest (Item 1)

Item 3 Proposed Outdoor Boulevard Café – 164 James Street South, Hamilton (PWT000143) (Item 4)

Alderman A. Horwath declared an interest at her spouse is the operator of the restaurant referred to in the report.

(b) Proposed alteration of Strachan Street West between Bay Street North and approximately 85m Easterly (PWT00140) (Item 2)

In accordance with the provisions of the Municipal Act, the above proposed alteration was advertised in The Spectator for four consecutive weeks.

The Committee Chairman requested if there was any one present wishing to address the Committee on this matter.

Mrs. G. Simmons, an area resident, advised the Committee that traffic has increased considerably on Bay Street, from Burlington Street, and requested that consideration be given to some method of slowing the traffic down, such as placing small boulevards on Burlington Street, west of James Street North.

As a result, staff was directed to investigate the traffic concerns expressed by Mrs. Simmons, and bring a report back to the Committee.

(c) Walcorp Inc. – Application for Approval of a Provisional Certificate of Approval for a Waste Disposal Site (Processing) at 675 Strathearne Avenue (PDS00136) (Item 3)

Mr. John Walker, President of Walcorp Inc., addressed the Committee in support of his company's application. He advised that the Ministry of the Environment requested that the application be made due to the nature of the types of materials that his company was dealing with, and provided clarification to the Committee.

(d) **Proposed Outdoor Boulevard Café – 164 James Street South, Hamilton
(PWT00143) (Item 4)**

The Committee was advised that following circulation of the application to the area residents, one letter of objection has been received from G. J. Kolbec Inc., expressing opposition to the proposed outdoor boulevard café. This correspondence has been forwarded to the Committee Secretary to be retained in the Clerk's records.

(e) The following items were received:

- (i) Cost of Allowing Free Parking in the Downtown Core for the Months of November and December, 2000 (PWT00133) (Item 5(a))
- (ii) Memorandum from The Honourable Dan Newman, Minister of the Environment, announcing "Operation Clean Water" Action Plan (Item 5(b))

Note: The meeting of the Transport and Environment Committee adjourned at 9:50 a.m.

**Alderman C. Collins, Chairman
Transport and Environment Committee**

**Carolyn Biggs, Legislative Assistant
September 11, 2000**

CITY OF HAMILTON

- RECOMMENDATION -

DATE: September 18, 2000
Author: H. N. Groen

REPORT TO: Chairman and Members
Transport and Environment Committee


FROM: E.M. Gill, P. Eng,
Acting General Manager
Transportation, Operations and Environment

SUBJECT: By-law to Stop-up, close, retain, establish, widen,
layout, alter and divert Chedmac Drive adjacent
to the Twin Pads Arena (TOE00015)

RECOMMENDATION:

- (a) That the closure, realignment and diversion of Chedmac Drive adjacent to the Twin Pads Arena to remove the horizontal curve and construct a three leg intersection in accordance with the Mountview Neighborhood Plan and Scenic Park South draft approved plan of subdivision be approved;
- (b) That the Municipal Clerk be authorized to forward an application to stop-up and close the portion of Chedmac Drive designated as Parts 18, 19, 22 and 23 on Reference Plan 62R-15300 to the Regional Municipality of Hamilton-Wentworth for approval pursuant to Section 44 of the Regional Municipalities Act, R.S.O. 1990;
- (c) That the appropriate By-law to stop-up, close and retain a portion of Chedmac Drive designated as Parts 18, 19, 22 and 23 on Reference Plan 62R-15300 be forwarded to City Council for enactment;
- (d) That the By-law noted in Item (c) above contain a clause that it shall not come into force until such time as Regional Council has approved the closure;
- (e) That the appropriate By-law to widen, establish, layout as public highway, lands designated as Parts 3, 5, 14, 15, 16, 17 and 25 on Reference Plan 62R-15300, be forwarded to City Council for enactment;
- (f) That the City of Hamilton grant all existing Utility Companies and municipal services the required easements in order that they can be retained in the stopped-up and closed portion of Chedmac Drive, if necessary;
- (g) That the City of Hamilton authorize the appropriate Officials to prepare and sign all documents necessary to grant the required utility and municipal servicing easements over the stopped up and closed portion of Chedmac Drive; and

- (h) That the appropriate By-law to alter and divert Chedmac Drive, adjacent to the Twin Pads Arena, be forwarded to City Council for enactment.


E.M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

That in accordance with the Guidelines issued, this Report does not require Transition Board approval.

The costs of the closure and alteration of Chedmac Drive are being shared between the City and the developer in accordance with existing City of Hamilton Council Policies.

BACKGROUND:

The City of Hamilton has recently amended the Mountview Neighborhood Plan which indicates the removal of the horizontal curve on Chedmac Drive, adjacent to the Twin Pads Arena. The new plan now indicates that Chedmac Drive will form a three leg intersection with the proposed local residential street to the south.

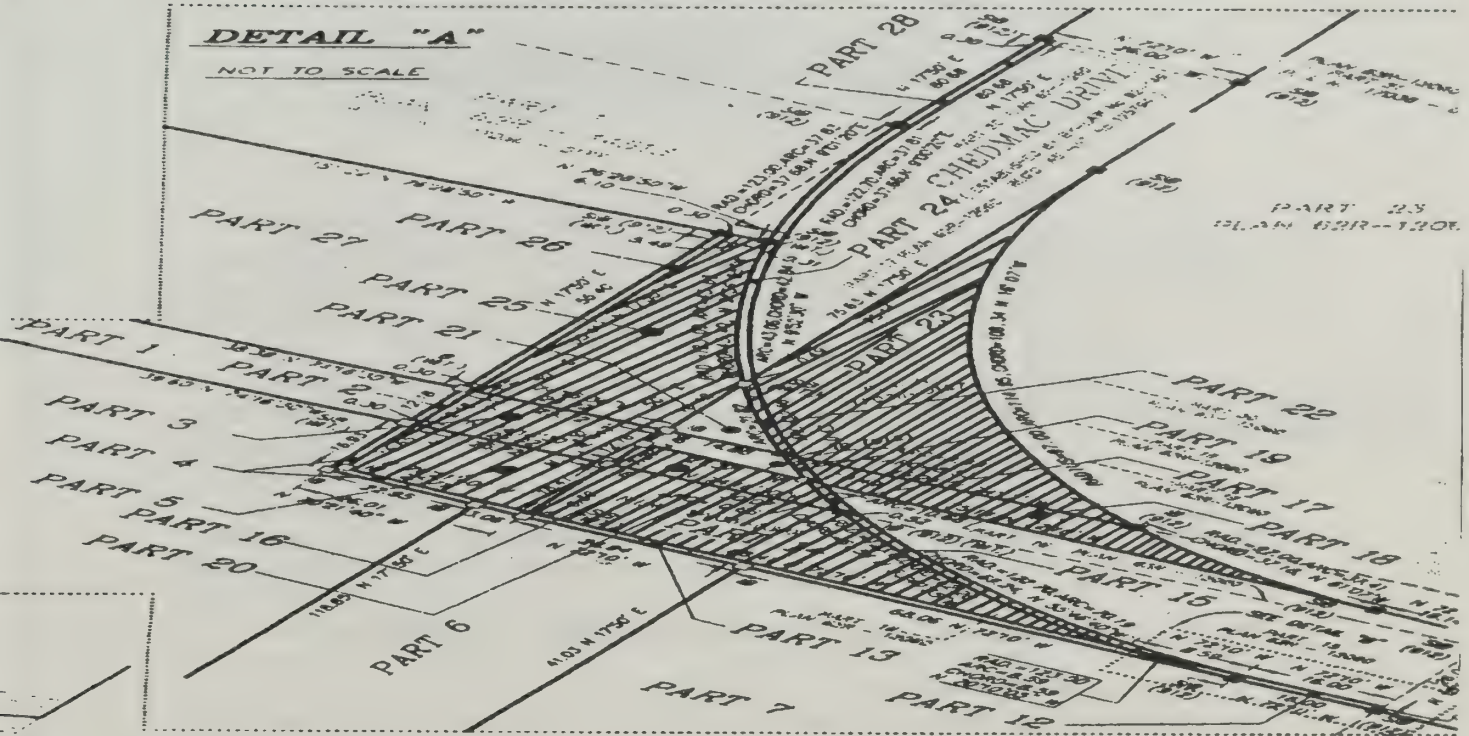
Since the approval of the current Mountview Neighborhood Plan, the City has reviewed and granted conditional draft plan approval to Scenic Park South plan of subdivision which requires the southerly street connection from the proposed three leg intersection on Chedmac Drive. It is intended that the stopped-up and closed portion of Chedmac Drive be added to the Twin Pads Arena property for landscaping and grading purposes.

Notice to stop-up, close, establish, alter and divert Chedmac Drive has been advertised for four (4) consecutive weeks in the Hamilton Spectator as required by Sections 300 and 301 of the Municipal Act. To date, no objections have been received to the proposed roadway closure, alteration and diversion of Chedmac Drive, adjacent to the Twin Pads Arena.

 HNG/mad

Attached -3 By-laws & 2 Key Maps

PLAN OF SURVEY OF
PART OF LOTS 56 & 57 - CONCESSION 2
 GEOGRAPHIC TOWNSHIP OF ANCASTER
 AND
PART OF CHEDMAC DRIVE
 (ESTABLISHED ACCORDING TO BY-LAW No 92-149, REG'D. AS INST. No 125794)
 ALL IN THE
CITY OF HAMILTON
 REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
 SCALE 1:1250
 0 50 100 metres
 B. J. CLARKE O.L.S.



KEY MAP



**HAMILTON
 WARD 8**



LOCATION PLAN

Stop-up, close & retain the portion of
 Chedmac Drive, City of Hamilton

CITY OF HAMILTON
 REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
 TRANSPORTATION, OPERATIONS & ENVIRONMENT

LEGEND



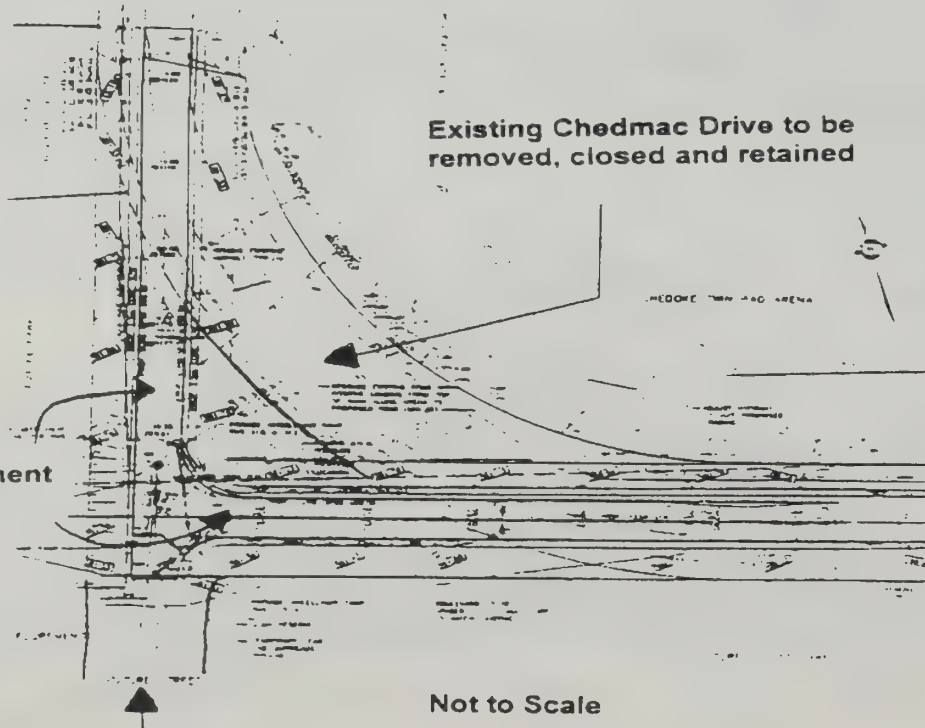
SUBJECT LAND

SCALE
 NOT TO SCALE

DATE
 2000-09-18

REFERENCE FILE NO: **TOE00015**

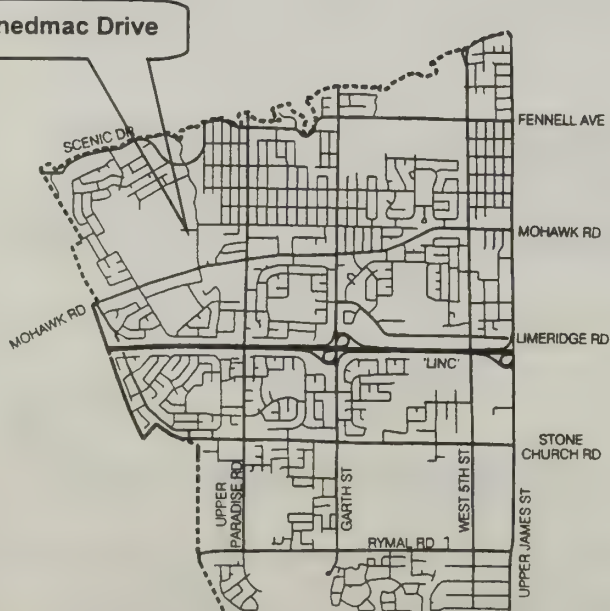
Proposed Realignment Of Chedmac Drive



Not to Scale

Future Street Connection
Scenic Park South
Plan of Subdivision

KEY MAP



HAMILTON
WARD 8

LOCATION PLAN

Establish, Alter and Divert
Chedmac Drive, City of Hamilton

CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
TRANSPORTATION, OPERATIONS & ENVIRONMENT

SCALE
NOT TO SCALE

DATE
2000-09-18

REFERENCE FILE NO: TOE00015

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 00-

TO ESTABLISH, WIDEN AND LAYOUT CITY LAND
DESIGNATED AS PARTS 3, 5, 14, 15, 16, 17 AND 25
ON REFERENCE PLAN 62R-15300 INTO CHEDMAC DRIVE

WHEREAS the Council of the Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of the Corporation of the City of Hamilton deems it necessary to establish, widen, layout the lands described below into the public highway known as Chedmac Drive within its limits;

AND WHEREAS Notice of the City's intention to pass this By-law has been published as required by Section 300 and 301 of the Municipal Act for four (4) consecutive weeks in The Spectator, a newspaper having general circulation of the City of Hamilton:

AND WHEREAS the said land is owned by the Corporation of the City of Hamilton.

NOW THEREFORE the Council of the Corporation of the City of Hamilton enacts as follows:

1. That the following land is hereby established and layed out as a public highway to form part of Chedmac Drive.

Parts 3, 5, 14, 15, 16, 17 and 25 on Reference Plan 62R-15300,
City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. That the General Manager of Transportation, Operations & Environment or his duly authorized agent is hereby authorized to open the said land as a public highway.
3. That this by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this date of October A.D. 2000

Municipal Clerk

Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 00-

**TO STOP-UP, CLOSE AND RETAIN THE PORTION
OF CHEDMAC DRIVE KNOWN AS PARTS 18, 19, 22 AND 23
ON PLAN 62R-15300**

WHEREAS the Council of the Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of the Corporation of the City of Hamilton deems it necessary to stop, close and retain the public highway known as Chedmac Drive and described below:

AND WHEREAS Notice of the City's intention to pass this By-law has been published as required by Section 300 and 301 of the Municipal Act for four (4) consecutive weeks in The Spectator, a newspaper having general circulation of the City of Hamilton:

NOW THEREFORE the Council of the Corporation of the City of Hamilton enacts as follows:

1. That the following public highway, being part of Chedmac Drive, is hereby stopped-up and closed.

Parts 18, 19, 22 and 23 on Reference Plan 62R-15300,
City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. That the General Manager of Transportation, Operations & Environment or his duly authorized agent is hereby authorized to stop-up, close and retain the said public highway.
3. That this by-law not come into force and take effect until such time as the Regional Municipality of Hamilton-Wentworth notifies the City that it has no objection to the closure and until such time as the By-law is registered in the Land Registry Office (No. 62)

PASSED this

date of

October

A.D. 2000

Municipal Clerk

Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 00-

TO ALTER CHEDMAC DRIVE FROM HEPBURN CRESCENT TO
APPROXIMATELY 230M SOUTHEASTERLY BY REALIGNING
THE ROADWAY ADJACENT TO THE TWIN PADS ARENA AND
TO CONSTRUCT THE NEW ROAD TO AN URBAN CROSS SECTION

WHEREAS the Council of the Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close or sell any highway or part of a highway;

AND WHEREAS the portion of highway known as Chedmac Drive is a local road under the jurisdiction of The Corporation of the City of Hamilton;

AND WHEREAS Notice of the City's intention to pass this By-law to authorize the said alteration has been published as required by Section 300 and 301 of the Municipal Act for four (4) consecutive weeks in The Spectator, a newspaper having general circulation of the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard no matter whether in objection to or in support of this By-law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the alterations, realignment and diversion of Chedmac Drive be approved and constructed from Hepburn Crescent to a point approximately 230m southeasterly for the purposes of realigning and constructing an urban cross section and a three-leg intersection with a proposed future subdivision roadway as illustrated in Schedule "A" attached hereto,
2. That the Mayor and Municipal Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all documents or contracts necessary for the construction of the said works.

PASSED this

date of

October

A.D. 2000

Municipal Clerk

Mayor

- RECOMMENDATION -

DATE: September 26, 2000

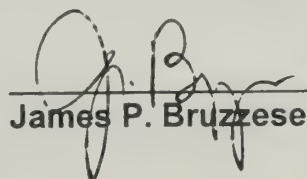
REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: James P. Bruzzese
General Manager, Corporate Services

SUBJECT: Garages/Yards Rationalization
CS99026(b)

RECOMMENDATION:

That staff be authorized to commission the removal of trees located at the former G.S.W. plant on Birch Street North, to facilitate the construction of a new Public Works Yard.



James P. Bruzzese

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

This request of authorization is in accordance with City by-law No. 92-155.

This report does not require Transition Board approval.

BACKGROUND:

This Yard construction is a part of the Garage/Yards Rationalization Study (CS99026) approved by Committees and Councils in November 1999.

The removal of the trees is necessary to facilitate construction and create enough usable space for a Yard of this type. Once this construction is completed new trees will be planted in the vicinity of the new Public Works Yard.

Approximately 210 trees will be removed. Of the total number of trees, 10% would be removed on the road allowance as they are unhealthy. The remaining trees are considered to be banned species under City by-law 92-155, (i.e. Manitoba Maple, Chinese Elm, and Poplar). None of the trees being removed are considered to be landscape quality (e.g. Maple, Oak, and Birch).

(GHL) Ext. 3010

c.c. Alderman B. Morelli, Alderman, Ward 3
Alderman D. Haining, Alderman, Ward 3

CITY OF HAMILTON

- RECOMMENDATION -

DATE: September 28, 2000
File No. TEC-066-00 / Author: W. Young

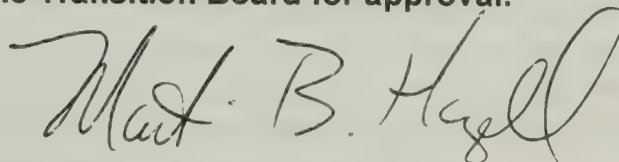
REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Martin B. Hazell
Acting Commissioner of Public Works and Traffic

SUBJECT: School Crossing Guard Requests - Various Locations (PWT00167)

RECOMMENDATION:

- (a) That a School Crossing Guard be assigned to the intersection of Upper James Street and Malton Drive during the morning and evening school crossing periods only, on a permanent basis; and,
- (b) That a School Crossing Guard be assigned to the intersection of Stonechurch Road and Norma Jean Avenue during the morning and evening school crossing periods only, on a permanent basis; and,
- (c) That a School Crossing Guard be assigned to the intersection of Queen Victoria Drive and Queensbury Drive during the morning and evening school crossing periods only, on a permanent basis; and,
- (d) That consideration be given in the 2001 Current Budget process for an new/enhanced program package of \$12,000 plus administrative costs for 3 additional School Crossing Guard locations; and,
- (e) **That this report be forwarded to the Transition Board for approval.**

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:****Transition Board Approval is Required.**

The cost to assign a School Crossing Guard with morning and evening duty times is approximately \$4000 per year, plus administrative costs. This increase can be accommodated within the current (2000) School Crossing Guard Program budget for the remainder of the year. However, in order to fund these locations in 2001 an new/enhanced program package will be prepared as part of the 2001 budget process.

School Crossing Guard Requests - Various Locations (PWT00167)

BACKGROUND:

Staff has reviewed the need for additional school crossing guards due to the change in the school board busing policy.

- (a) Alderman Frank D'Amico requested the assignment of a School Crossing Guard to the intersection of Upper James Street and Malton Drive. Upper James is a four lane arterial/highway carrying 22,600 vehicles per day. Staff undertook studies at this intersection on 2000 September 06 and 08. During these studies staff noted behavioral problems at the intersection, which are creating a safety problem. It has been observed that motorists are not properly yielding to the children and/or stopping for the traffic signal.
- (b) Alderman Bill Kelly requested the assignment of a School Crossing Guard to the intersection of Stonechurch Road and Norma Jean Avenue. Staff undertook studies at this intersection on 2000 September 19. During the morning there were 5 crossings of Stonechurch Road and 4 crossings of Norma Jean Avenue, while in the afternoon there were 10 crossings of Stonechurch Road and 0 crossings of Norma Jean. The studies have also identified that there are an insufficient number of safe gaps for the children to cross Stonechurch Road. There were many instances where the children and/or their parents were unsure of when to cross the street.
- (c) Aldermen Tom Jackson and Bob Charters requested the assignment of a School Crossing Guard to the intersection of Queen Victoria Drive and Queensbury Drive. Staff undertook studies at this intersection on 2000 September 15. During the morning there were 38 crossings of Queen Victoria drive and 99 crossings of Queensbury Drive, while during the afternoon there were 40 crossings of Queen Victoria Drive and 82 crossings of Queensbury Drive. During these surveys the high volume of young pedestrian traffic often had difficulty crossing the roadway in the crossings immediately adjacent to the school.

Therefore it is recommended that three School Crossing Guards be hired and assigned to the intersections at Upper James Street and Malton Drive, Stonechurch Road and Norma Jean Avenue, and Queen Victoria Drive and Queensbury Drive during the morning and evening school crossing periods only on a permanent basis.

In accordance with approved emergency procedures, a School Crossing Guard was assigned to Upper James and Malton Avenue on 2000 September 05. The other two locations will be staffed as soon as guards can be hired.

WAY

CITY OF HAMILTON

- RECOMMENDATION -

DATE: September 18, 2000
File No. TEC-065-00 / Author: Various

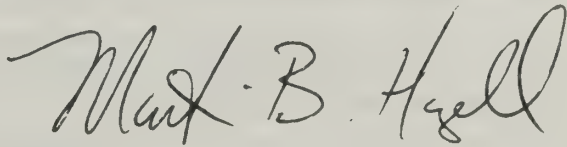
REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Martin B. Hazell
Acting Commissioner of Public Works and Traffic

SUBJECT: Routine Amendments to the City Traffic By-law 89-72
Transport and Environment Committee Meeting - October 2, 2000
(PWT00158)

RECOMMENDATION:

That the requests for routine amendments listed herein be approved and that an appropriate by-law to amend the City Traffic By-law 89-72 be passed and enacted.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

Transition Board approval is not required.

N/A

BACKGROUND:

Staff has received several requests/petitions for routine changes to existing on-street parking regulations and/or intersection control on City streets. Staff has investigated and concurs with the following requests.

1. **Ward 1**

- (a) The Locke Street Business Association has forwarded a petition signed by the area businesses requesting that the existing "One Hour Parking Time Limit, 8:00 am to 6:00 pm, Monday to Saturday" regulation on the west side and the "Three Hour Parking Time Limit, 8:00 am to 6:00 pm, Monday to Saturday" regulation on the east side of Locke between Hunter and Herkimer be changed to a "Two Hour Parking Time Limit, 8:00 am to 6:00 pm, Monday to Saturday" regulation, to provide consistency of the parking time limit on both sides of the street in this area.

SUBJECT:

Routine Amendments to the City Traffic By-law 89-72
Transport and Environment Committee Meeting -
October 2, 2000 (PWT00158)

Page 2

2. Ward 2

- (a) Carlo Gorni, of the Downtown Hamilton B.I.A., 4 Hughson Street South, has requested that the existing "No Stopping - Commercial Vehicle Loading Zone" regulation on the west side of Hughson, south of King, be replaced with a "No Parking - Loading Only, 9:00 am to 4:00 pm, Monday to Friday" regulation.
- (b) Wayne Kucharski, 209 Wood Street East, has requested that a reserved "Permit Parking" regulation be implemented on the north side of Wood, directly in front of his home, since his wife is disabled.

3. Ward 3

- (a) Robert Wilson, 42 Earl Street, has requested that a reserved "Permit Parking" regulation be implemented on the east side of Earl, directly in front of his home, since he is disabled.
- (b) Richardo Conte-Oro, 49 and 51 Princess Street, has requested that the existing full-time "No Parking" regulation on the north side of Princess, west of Gibson, be reduced from 55 feet to 30 feet to provide an additional parking space in front of his home. An investigation indicates that a 30 foot "No Stopping - Corner Clearance" regulation would be appropriate and, therefore, staff concurs with the request.
- (c) Carlo DiVencenzo, 33 Somerset Avenue, has requested that the existing "Permit Parking" regulation on the north side of Somerset, directly in front of his home, be removed as his father has passed away.
- (d) Angela Rosati, 11 Somerset Avenue, has requested that the existing "Permit Parking" regulation on the south side of Somerset, directly in front of 36 Somerset Avenue, be removed as the resident has moved.
- (e) Staff has received a petition signed by representatives of 14 of the 18 residential properties abutting Barnesdale between King and Cannon requesting that the existing "Alternate Side Parking" regulation be replaced with a "No Parking" regulation on the east side and unrestricted parking on the west side. Thirteen of the residents are in favour and one had no opinion.
- (f) Doreen Jooris, 147 Birge Street, has requested that a reserved "Permit Parking" regulation be implemented on the north side of Birge, directly in front of her home, as she is disabled.

- (g) Steve Davis, 31 Shaw Street, has requested that a reserved "Permit Parking" regulation be implemented on the north side of Shaw, directly in front of his home, as he is disabled.
- (h) Alderman Bernie Morelli has advised of a request from Bram Spurrell, 29 Madison Avenue, that a reserved "Permit Parking" regulation be implemented on the west side of Madison, directly in front of his home, as his wife is disabled.
- (i) Elizabeth Green, 102 Clinton Street, has requested that a reserved "Permit Parking" regulation be implemented on both sides of Clinton, directly in front of and across from her home, as she is disabled. A representative from Four Bays Auto Body, 217 Lottridge Street North, has advised that they support the request.

4. Ward 4

- (a) Staff has received a petition signed by representatives of 12 of the 17 residential properties abutting Argyle between Carlisle and Edgar requesting that the existing "Alternate Side Parking" regulation be replaced with a "No Parking" regulation on the north side and unrestricted parking on the south side. Eleven of the residents are in favour and one is opposed.
- (b) Staff recommends that the existing "Alternate Side Parking" regulation be removed from the south side of Dunsmure between Tragina and Weir. Presently, there is a full-time "No Parking" regulation on the north side of Dunsmure in this block resulting in parking being prohibited from both sides of the street from the 16th day to the end of each month, April to November. Mr. Krzyanowski, 63 Weir Street North, the resident abutting this area, is in favour of the regulation change.
- (c) Staff has received a petition signed by representatives of 13 of the 15 residential properties abutting Glendee Court between Glendee Road and the southerly end of Glendee Court requesting that the existing "Alternate Side Parking" regulation be removed in order to allow unrestricted parking on both sides of the street.
- (d) Alan Thomson, 399 Cope Street, has requested that a reserved "Permit Parking" regulation be implemented on the west side of Cope, directly in front of his home, since he is disabled.

SUBJECT:

Routine Amendments to the City Traffic By-law 89-72
Transport and Environment Committee Meeting -
October 2, 2000 (PWT00158)

Page 4

5. Ward 7

- (a) Mark Williams, 374 East 25th Street, has requested that all-way stop control be implemented at the intersection of East 25th and Franklin. The intersection meets the criteria for all-way stop control due to the close proximity to Burkholder Middle School.
- (b) Tony Forte, 58 Corinaldo Drive, has requested that a "No Parking" regulation be implemented on the inside of the 90 degree bend in Corinaldo to facilitate two-way traffic flow in this area. Mrs. Beemer, 43 Corinaldo Drive, the resident abutting this area, has advised that she supports the requested regulation.

MBH/kag

CITY OF HAMILTON

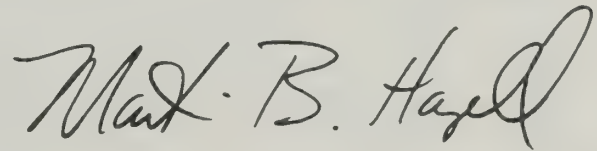
- RECOMMENDATION -

DATE: September 18, 2000
File No. TEC-064-00 / Author: M. Hazell

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Martin B. Hazell
Acting Commissioner of Public Works and Traffic

SUBJECT: Request for "Ernie Hutton Place" Ceremonial Street Name Signs
(PWT00157)

**RECOMMENDATION:**

That two (2) ceremonial "Ernie Hutton Place" street name signs be installed on East 16th Street adjacent to Hill Park Secondary School.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Transition Board approval is not required.

The Hill Park Alumni Association has agreed to pay the estimated \$200 to \$300 for manufacturing and erecting two (2) ceremonial street name signs on East 16th Street adjacent to Hill Park Secondary School.

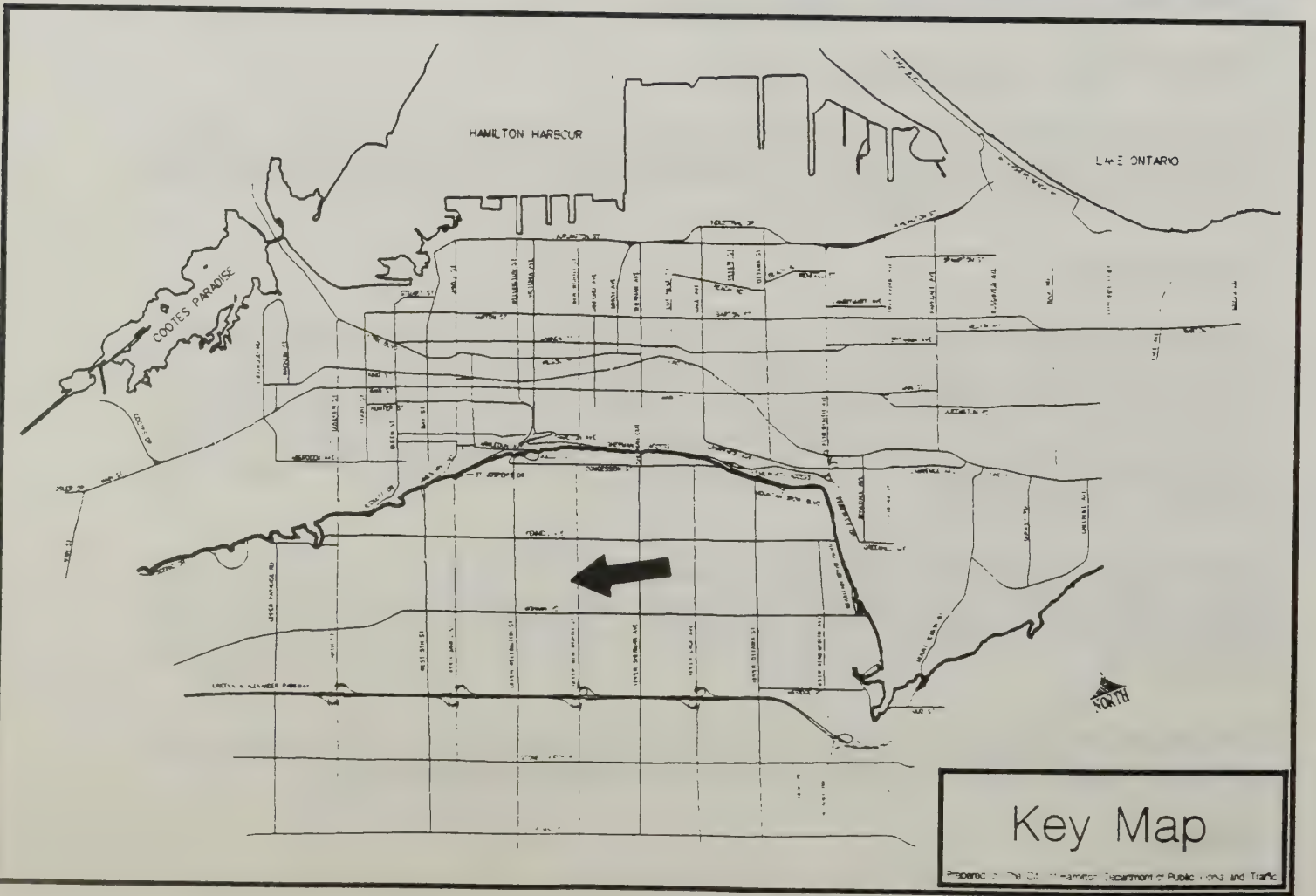
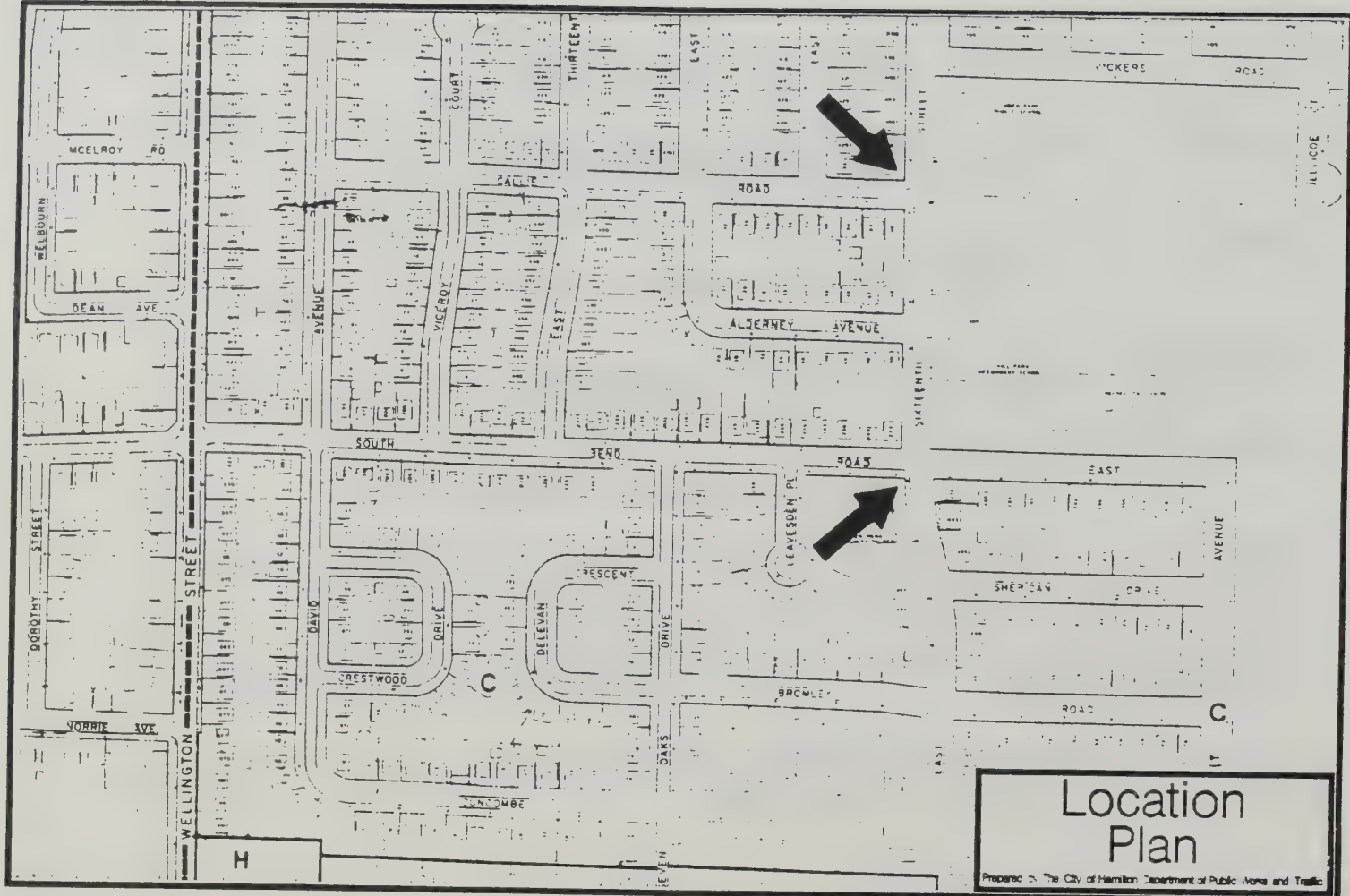
BACKGROUND:

His Worship Mayor Robert M. Morrow has forwarded correspondence from the Hill Park Alumni Association asking that ceremonial street name signs be erected on East 16th Street in the block between South Bend and Callie, adjacent to Hill Park Secondary School. The requested ceremonial street name signs are to honour Dr. E.A. Hutton, former Director of Education for the City of Hamilton. Existing East 16th Street name signing is to remain in place.

The City and Regional Councils have approved four (4) other such ceremonial street name signs in the past, including Racalmuto Way (Murray Street), Liszt Avenue (MacNab Street), Tim Horton's Way (Ottawa Street) and Bernie Faloney Way (Cannon Street).

Staff will be working with representatives of the Hill Park Alumni Association on the colour and design of the "Ernie Hutton Place" ceremonial street name signs.

MBH/kag



CITY OF HAMILTON

- RECOMMENDATION -

DATE: September 8, 2000
Author: H. Solomon


REPORT TO: Chairman and Members
Transport & Environment Committee

FROM: E.M. Gill, P. Eng.
Acting General Manager
Transportation, Operations and Environment

SUBJECT: Turn Regulation at the Intersection of King Street West
and Hess Street North (TOE00014)

RECOMMENDATION:

- a) That the northbound "Left Turn on Red" prohibition at the intersection of King Street West and Hess Street North be removed;
- b) That an appropriate by-law to amend City Traffic by-law 89-72 be passed and enacted;
- c) That in accordance with the guidelines issued, this report does not require Transition Board approval.



E.M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

**SUBJECT: Turn Regulation at the Intersection of King Street West
and Hess Street North (TOE00014)**

Page 2

BACKGROUND:

Councillor Horwath recently forwarded, on behalf of a constituent, a request that the northbound "Left Turn on Red" prohibition at King and Hess be reviewed.

The existing prohibition was implemented in 1982 following several motor vehicle collisions involving pedestrians. There is an apartment building on the southwest corner of King and Hess which blocks the driver's view of pedestrians, particularly those travelling west to east in the south crosswalk. The limited visibility combined with drivers generally looking to the right for oncoming vehicular traffic caused the collisions.

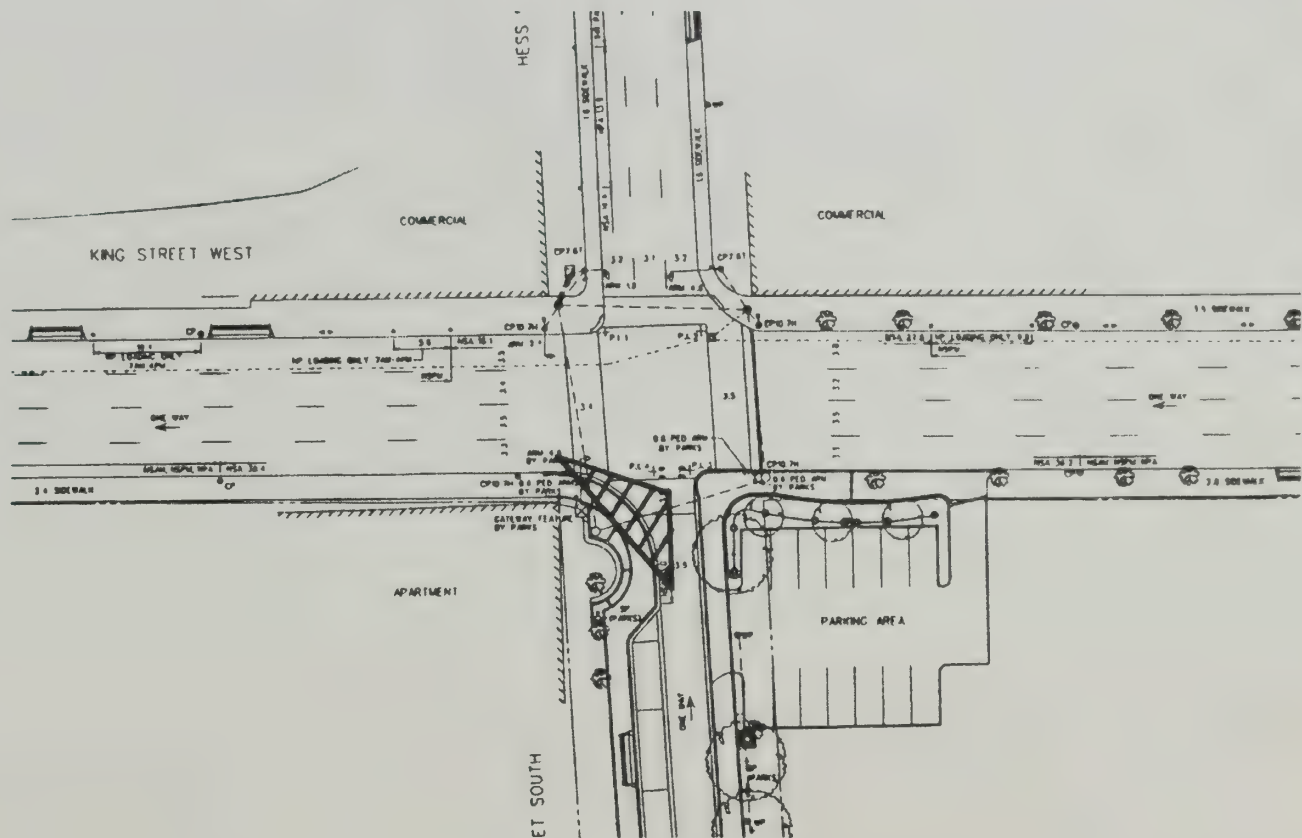
With the reconstruction of Hess Street to a single lane, Hess Street has become considerably more congested, particularly during the afternoon rush hour.

The construction also changed the geometry of the King and Hess intersection, by placing the single travelled lane further to the east. Drivers are now provided with significantly improved visibility of pedestrians coming from the left as well as more than adequate visibility of oncoming traffic from the right.

As such, it is feasible to rescind the regulation. It should be possible to improve traffic flow on Hess Street and to do so with minimal impact on pedestrian and vehicular safety.

HLS\mad (Ext. 4589)

Attached – Key Map



KEY MAP

King Street West &
Hess Street North



HAMILTON
WARD 2

LOCATION PLAN

Intersection of King Street West and
Hess Street North, City of Hamilton

CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
TRANSPORTATION, OPERATIONS & ENVIRONMENT

LEGEND



SUBJECT LAND

SCALE
NOT TO SCALE

DATE
2000-09-07

REFERENCE FILE NO: TOE00014

AGEND



CITY OF HAMILTON TRANSPORT AND ENVIRONMENT COMMITTEE

URBAN MUNICIPAL

Monday, October 23, 2000
9:30 a.m.
Room 233, Hamilton City Hall
71 Main Street West, Hamilton

OCT 23 2000

GOVERNMENT DOCUMENTS

Carolyn Biggs
Legislative Assistant

Please Note: All Cellular Telephones and Pagers are to be switched to a non-audible function during Council and Committee meetings.

CALL TO ORDER

1. **DECLARATIONS OF INTEREST**
2. **ADOPTION OF MINUTES** – October 2, 2000
3. Hamilton Bio-Conversion Inc., 2380 Brampton Street – Application to Amend Certificate of Approval No. 6682-4JJPEZ for a Waste Disposal Site (Processing) (PDC99027b)
4. Canadian Liquids Processors Limited (Royal Recycling), 15 Biggar Avenue – Application for Amendment to Certificate of Approval No. A65041 (PDC00174)
5. Road Allowance Width Policy – Christie Street – Intersection of Rymal Road and West 5th Street/Christie Street, City of Hamilton (TOE00018)
6. Winter Maintenance (PWT00174)
7. Transfer of Responsibilities for Parking Enforcement and School Crossing Guard Operations from the City of Stoney Creek to the City of Hamilton (PWT00188)
8. **CONSENT AGENDA**
 - 8.1 Routine Amendments to the City Traffic By-law 89-72 – Transport and Environment Committee Meeting – October 23, 2000 (PWT00176)
 - 8.2 Appointment of By-law Enforcement Officers (PWT00179)
 - 8.3 A By-law to Sell a Portion of Dulgaren Street (CS00025a)
 - 8.4 A By-law to Stop up, Close and Sell a Portion of Bedford Street (CS00029a)

- 8.5** To Incorporate Certain City Land into Various Streets by By-laws (TOE00016)
- 8.6** Centennial Parkway and Arrowsmith Road – Cascade Street Cul-de-Sac – Home Depot Development (TOE00017)
- 8.7 Information Items**

That the following item be received:

- (a) Costs of Allowing Free Parking in Business Improvement Areas (B.I.A.'s) for the Months of November and December 2000 (PWT00185)
- (b) Correspondence from the Ministry of the Environment re: Application for Approval of Waste Disposal Site (Processing) – 675 Strathearne Avenue, Hamilton – Walcorp Inc.

9. IN CAMERA AGENDA

- 9.1** Personnel Matter – Public Works and Traffic

10. OTHER BUSINESS

11. ADJOURNMENT



MINUTES

CITY OF HAMILTON TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, October 2, 2000

9:30 a.m.

Room 233, Hamilton City Hall
71 Main Street West, Hamilton

Present: Alderman C. Collins (Chairperson), Alderman D. Wilson (Vice-Chairperson), Aldermen T. Anderson, M. Kiss, A. Horwath, B. Morelli, F. D'Amico

Absent with regrets: Mayor R. M. Morrow
Alderman T. Jackson

Also Present: Aldermen F. Eisenberger, B. Kelly
M. Hazell, R. Meiers, T. Gill, P. Barkwell, B. Desnoyers,
B. Young, C. Biggs

Alderman C. Collins, Chairperson, called the meeting to order.

THE FOLLOWING ITEMS WERE RECOMMENDED TO CITY COUNCIL:

1. **By-law to Stop-up, close, retain, establish, widen, layout, alter and divert Chedmac Drive adjacent to the Twin Pads Arena (TOE00015) (Item 3)**
 - (a) That the closure, realignment and diversion of Chedmac Drive adjacent to the Twin Pads Arena to remove the horizontal curve and construct a three leg intersection in accordance with the Mountview Neighborhood Plan and Scenic Park South draft approved plan of subdivision be approved; and,
 - (b) That the Municipal Clerk be authorized to forward an application to stop-up and close the portion of Chedmac Drive designated as Parts 18, 19, 22 and 23 on Reference Plan 62R-15300 to the Regional Municipality of Hamilton-Wentworth for approval pursuant to Section 44 of the Regional Municipalities Act, R.S.O. 1990; and,
 - (c) That the appropriate By-law to stop-up, close and retain a portion of Chedmac Drive designated as Parts 18, 19, 22 and 23 on Reference Plan 62R-15300 be forwarded to City Council for enactment; and,

- (d) That the By-law noted in Item (c) above contain a clause that it shall not come into force until such time as Regional Council has approved the closure; and,
- (e) That the appropriate By-law to widen, establish, layout as public highway, lands designated as Parts 3, 5, 14, 15, 16, 17 and 25 on Reference Plan 62R-15300, be forwarded to City Council for enactment; and,
- (f) That the City of Hamilton grant all existing Utility Companies and municipal services the required easements in order that they can be retained in the stopped-up and closed portion of Chedmac Drive, if necessary; and,
- (g) That the City of Hamilton authorize the appropriate Officials to prepare and sign all documents necessary to grant the required utility and municipal servicing easements over the stopped up and closed portion of Chedmac Drive; and
- (h) That the appropriate By-law to alter and divert Chedmac Drive, adjacent to the Twin Pads Arena, be forwarded to City Council for enactment.

2. School Crossing Guard Requests - Various Locations (PWT00167) (Item 5)

- (a) That a School Crossing Guard be assigned to the intersection of Upper James Street and Malton Drive during the morning and evening school crossing periods only, on a permanent basis; and,
- (b) That a School Crossing Guard be assigned to the intersection of Stonechurch Road and Norma Jean Avenue during the morning and evening school crossing periods only, on a permanent basis; and,
- (c) That a School Crossing Guard be assigned to the intersection of Queen Victoria Drive and Queensbury Drive during the morning and evening school crossing periods only, on a permanent basis; and,
- (d) That consideration be given in the 2001 Current Budget process for an new/enhanced program package of \$12,000 plus administrative costs for 3 additional School Crossing Guard locations; and,
- (e) That this report be forwarded to the Transition Board for approval.

3. Routine Amendments to the City Traffic By-law 89-72 - Transport and Environment Committee Meeting - October 2, 2000 (PWT00158) (Item 6.1)

That the requests for routine amendments listed herein be approved and that an appropriate by-law to amend the City Traffic By-law 89-72 be passed and enacted.

4. Request for "Ernie Hutton Place" Ceremonial Street Name Signs (PWT00157) (Item 6.2)

That two (2) ceremonial "Ernie Hutton Place" street name signs be installed on East 16th Street adjacent to Hill Park Secondary School.

5. Turn Regulation at the Intersection of King Street West and Hess Street North (TOE00014) (Item 6.3)

- (a) That the northbound "Left Turn on Red" prohibition at the intersection of King Street West and Hess Street North be removed; and,
- (b) That an appropriate by-law to amend City Traffic by-law 89-72 be passed and enacted.

6. Westdale Village B.I.A. – 3rd Annual Pumpkin Patch Event - Saturday, October 21, 2000 (PWT00168) (New Business #1)

That the application by the Westdale Village B.I.A. to temporarily close the south parkette of King Street West between Marion and Paisley on Saturday, October 21, 2000 between 8:00 am and 2:00 pm, to hold their "3rd Annual "Pumpkin Patch" event, be approved, subject to the following conditions:

- (a) That the prior approval of the Chief of Police, or his designate, be received, and that such permits or authorizations as may be required by the Chief of Police, or his designate, be obtained; and
- (b) That prior to the event, the applicant provide proof of \$2,000,000 public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of actions, interests, claims, demands, costs, damages, expenses and loss; and
- (c) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police, or his designate; and
- (d) That all barricading be supplied by and at the expense of the applicant; and

- (e) That "Temporary Road Closure" signs be installed, in advance, on the affected roadways, if deemed necessary by the Acting Commissioner of Public Works and Traffic and at the expense of the applicant; and
- (f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and the Region and at the expense of the event organizer; and
- (g) That no property owner or resident within the barricaded area be denied access to their property upon request; and
- (h) That all property owners and tenants within the closure area be notified of the event by the applicant, prior to the event, in a form acceptable to the Acting Commissioner of Public Works and Traffic.

7. Request for Pedestrian Priority Signal – Intersection of King Street and London Street, Hamilton

That the Transition Board be requested to consider the inclusion of funding a pedestrian priority signal (PPS) at the intersection of King Street East and London Street in the base 2001 budget.

8. Status Report – Scott MacDonald Marine Lease (LS00020) (Item 7.1)

- (a) That Scott-MacDonald Marine Limited be served with the appropriate Notice of Default under the Lease providing the Tenant a period of thirty (30) days to meet their financial obligations under the Lease, and a period of forty-five (45) days to rectify defaults not involving payment of monies, and;
- (b) That should Scott-MacDonald Marine Limited not comply with the above, staff be directed to exercise the City's remedies available under the Lease including, but not limited to, re-taking possession of the property and eviction of the Tenant;
- (c) That staff bring a report back to the Committee respecting the issue of full-time residency on boats which are dry docked.

9. Environmental Appeal Board - Scott MacDonald Marine (LS00021) (Item 7.2)

That the City of Hamilton seek party status before the Environmental Appeal Board with respect to the Appeal by Scott-MacDonald Marine of the denial of its application for a permit to apply herbicide to the water lots leased by it from the City, and oppose the application to apply herbicide to the City-owned water lots.

THE FOLLOWING ITEMS NOT REQUIRING COUNCIL APPROVAL WERE RECEIVED AND/OR NOTED:

(a) Declarations of Interest (Item 1)

None declared.

(b) Adoption of Minutes – September 11, 2000 (Item 2)

The Minutes of the Transport and Environment Committee meeting held on September 11, 2000 were adopted as circulated.

(c) By-law to Stop up, Close, Retain, Establish, Widen, Layout, Alter and Divert Chedmac Drive, adjacent to the Twin Pad Arena (TOE00015)

In accordance with the provisions of the Municipal Act, the above proposed alteration was advertised in The Spectator for four consecutive weeks.

The Committee Chairman requested if there was any one present wishing to address the Committee on this matter, to which there was no one.

(d) Garages/Yards Rationalization (CS99026b) (Item 4)

That Report CS99026b respecting Garages/Yards Rationalization be tabled to permit staff to meet with the Ward Alderman for further discussions, and report back to the Committee.

(e) Other Business (Item 8)

(i) Mohawk Road, between Rice Avenue and Magnolia Avenue, Hamilton

Alderman F. D'Amico requested that staff investigate the possibility of installing a pedestrian priority signal on Mohawk Road, between Rice Avenue and Magnolia Avenue, and report back to the Committee. He noted that there are many seniors residing in the apartments along Mohawk Road, and that they cross Mohawk Road to get to the plaza on the south side.

(ii) Intersection of Stone Church Road East and Nebo Road, Hamilton

Alderman T. Anderson indicated that traffic volumes are very heavy, and that left turns from Nebo Road on to Stone Church are very difficult, especially for trucks. Staff was requested to review the warrants for a regular traffic signal at the above-noted intersection, and report back to the Committee.

(f) Status Report – Scott-MacDonald Marine Lease (Item 7.1)

Alderman F. D'Amico indicated that he wished to be recorded as being opposed to Recommendation (a) of Section 8.

**Alderman C. Collins, Chairman
Transport and Environment Committee**

**Carolyn Biggs, Legislative Assistant
October 2, 2000**

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 2000 October 3
ENV-MOECOA-00-04

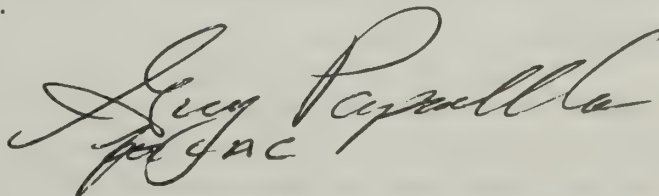
REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Lee Ann Coveyduck, M.C.I.P., R.P.P.
General Manager,
Community Planning & Development Division

SUBJECT: Hamilton Bio-Conversion Inc., 2380 Brampton Street,
Application to Amend Certificate of Approval No. 6682-4JJPEZ
For a Waste Disposal Site (Processing) (PDC99027(B))

RECOMMENDATIONS:

- (a) That the Environmental Assessment and Approvals Branch of the Ontario Ministry of Environment be advised that the City of Hamilton has no comments on the proposed Amendment to Certificate of Approval No. 6682-4JJPEZ (MOE Reference Number 321404LXL9T) for the facility known as Hamilton Bio-Conversion Inc. located at 2380 Brampton Street, as shown on the attached map marked as Appendix "A";
- (b) That a copy of this report be forwarded to the Environmental Assessment and Approvals Branch of the Ontario Ministry of Environment for their consideration; and,
- (c) That the Environmental Assessment and Approvals Branch of the Ontario Ministry of Environment be requested to forward a copy of the decision respecting the proposed Amendment to the Certificate of Approval for Hamilton Bio-Conversion Inc. to the Municipal Clerk, City of Hamilton.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

This matter does not require Transition Board approval.

Certificate of Approval Amendment applications are processed by the Ontario Ministry of the Environment under the authority of the Environmental Protection Act. The City of Hamilton has been formally requested to provide comments to the Ministry on this specific application.

BACKGROUND:

What is a Certificate of Approval?

A "Certificate of Approval" pursuant to Part V of the Environmental Protection Act is a legally binding document, through which an individual, company or municipality is permitted by the Ontario Ministry of the Environment (MOE) to undertake an activity related to the management of waste.

Each Certificate of Approval is drafted to address the site-specific considerations relevant to the proposal and contains enforceable requirements that ensure environmental and health protection, compliance with legislation and policy requirements. The Certificate of Approval stipulates the types of wastes that can be managed at the facility, and contains "conditions" that describe the manner in which the facility is to be operated. Failure to comply with any of a Certificate's conditions constitutes a violation of the Environmental Protection Act and is grounds for enforcement through the Provincial Offences Act.

As part of their review process, the MOE requests the affected municipality to provide comments on proposed new and amended Certificate of Approval applications. The MOE then makes a decision on the application on the basis of the comments received, in addition to various technical and environmental considerations.

Current Operations

Hamilton Bio-Conversion Inc. has been in operation since July, 1995 at 2380 Brampton Street in the Nashdale Neighbourhood (see key map marked as Appendix "A"). Two inter-related waste management activities occur at the site:

- The "depackaging" of liquid, powdered and solid organic wastes; and,
- The conversion of organic wastes, primarily food wastes from restaurants, food processors, wholesalers and supermarkets, through a patented aerobic thermophilic fermentation process into an animal feed supplement.

As an example, mislabeled aluminum soft drink cans are shredded, the aluminum cans are recycled and the liquid contents are combined with other solid materials and then treated by the aerobic thermophilic fermentation process and converted into the animal feed supplement.

The current Certificate of Approval No. 6682-4JJPEZ for the facility permits the following:

- the facility can operate 7 days a week, 24 hours a day, 365 days a year;
- the facility can accept liquid and solid non-hazardous organic food packing, processing, preserving, preparation and restaurant or food kitchen waste including agricultural, processed organic waste, leaf and yard waste and source separated residential waste;
- the facility can receive waste from all provinces within Canada, and the States of New York, Michigan, Pennsylvania and Ohio;
- the facility can process 181 metric tonnes per day or 1,267 tonnes per week on a 7-day schedule (1 metric tonne is equivalent to 2,205 Imperial pounds);
- the maximum amount of waste to be received at the site is 278 tonnes per day on a 5-day schedule to a maximum of 1,393 tonnes per week; and

- the maximum quantity of unprocessed waste stored on site is 525 tonnes in the thermophilic digestion building and 507 tonnes in the depackaging building.

The Proposal

The proposed amendment is to permit a change in some of the operating equipment and associated piping to accommodate a higher solids concentration in the aerobic thermophilic fermentation process. The new equipment consists of 8 storage tanks, 2 scrubber systems, 1 dryer, corn/oats storage bins and accessory equipment, hammer mill and accessory equipment and a pellet mill and accessory equipment.

This amendment can be considered as a technical modification as no changes are proposed in the type and amount of waste material coming into the plant nor are any changes proposed to the amount of waste material that is processed.

COMMENTS FROM MUNICIPAL DEPARTMENTS:

The application for the proposed amendment to the Certificate of Approval was circulated to other Departments. The comments received are as follows:

Public Works and Traffic, Transportation, Operations & Engineering Division

"The above location is located on a truck route with sufficient capacity to handle any increase in truck traffic. Therefore, the Traffic Planning Section has no concerns."

The Noise Control Section noted "Staff have not had any concerns with this operation in the past. I have inspected the area and noted that staff do not have any concern."

Building Department, Community Planning & Development Division

- "1. This property is located in a "KK" District and the proposed use is permitted provided that the operations do not create danger to health or danger from fire or explosion as specified in Section 18.(1) of the Hamilton Zoning By-law."

Fire Prevention Division, Fire Department

"This Department has reviewed the application for an amendment to the Certificate of Approval No. 6682-4JJPEZ for the above noted property and has no objections or requirements."

Community Planning Department, Community Planning & Development Division

"Hamilton Bio-Conversion Inc. at 2380 Brampton Street is situated in the Nashdale Neighbourhood. The site is designated as Industrial in the City of Hamilton Official Plan. Policy A.2.3.1 of the Official Plan states: "The primary uses permitted in the areas designated on Schedule "A" as INDUSTRIAL will be for Industry. In this regard, Industry is defined as manufacturing, processing, warehousing, repair and servicing. In addition to the primary permitted uses, the following uses may be permitted within INDUSTRIAL areas: iii) uses which have characteristics or functional requirements similar to Industries." The following policy should be noted as well:

- A.2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial standards with respect to the emission of sounds and vibrations, permissible concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off.

The proposed waste management activity is consistent with the permitted uses within the Industrial designation. However, Policy A.2.3.23 also notes that any new activities on the site must comply with all Provincial standards, which in this context are the legal requirements contained within the MOE Certificate of Approval."

Environmental Health Branch, Social & Public Health Services Division

"Divisional staff have reviewed the above-noted application. It appears the process change is sound and will not increase the possibility of nuisance odours. The process change may result in an increase in noise emanating from the site as a result of new equipment. It is uncertain as to what extent this possible noise increase will affect area occupants. The proponent should address the issue of Noise abatement. Also the proponent must have a proper pest control program for abatement of any possible insect or vermin harbourage on the property. This Division does not object to the Application provided the issues of possible nuisance noise and pest control are addressed."

For the information of the Committee, the applicant has indicated the equipment modifications to the aerobic thermophilic process will not change the level of noise within the plant. Further, noise from the plant has never been a concern to adjacent businesses which includes a major steel plant and an autowreckers establishment. The applicant has also indicated that a pest control program is already in place and has been in place since the plant began operations in 1995.

Regulatory Environmental Management, Transportation, Operations & Environment Division

"We wish to inform you:

1. A review of Hamilton Bio-Conversion Inc.'s application and site visit on January 10, 2000 indicates that there will be no changes to the current practice of discharging only condensate wastewater from their evaporator to the Regional sanitary sewer.
2. Current operations indicate that certain treatable parameters exceed the Regional Sewer Use By-law. Hamilton Bio-Conversion Inc. is currently in negotiations for an Overstrength Discharge Agreement to bring the parameter into compliance.
3. A pH control system is currently operational, however should the system not bring this parameter in compliance, then Hamilton Bio-Conversion must enter into negotiations for a Compliance Agreement to bring the parameter into compliance.
4. Certain non-treatable parameters, namely pHs has exceeded the Regional Sewer Use By-law. A pH neutralization system has been constructed to deal with this, however should compliance not be achieved, Hamilton Bio-Conversion Inc. must enter into negotiations for a Compliance Agreement.
5. Contingency plans for spills and vehicular accidents on site and clean-up procedures were covered under the company's previous Certificate of Approval. Modifications may be required due to the significant increase in the plant storage capacity.

The non-hazardous nature of the material processed should not present any foreseeable problems with regard to sewer use. Therefore, the proposal put forth by Hamilton Bio-Conversion Inc., as it stands, is acceptable from a sewer use standpoint as process wastewater to be discharged from the site will be covered under an existing Sanitary Sewer Surcharge Agreement and the Overstrength Discharge Agreement currently in negotiations."

Solid Waste Management, Transportation, Operations & Environment Division

"The Hamilton Bio-Conversion application to the Ministry of the Environment for an Amendment to Certificate of Approval No. 6682-4JJPEZ is acceptable from a solid waste standpoint providing conditions outlined in the application are adhered to."

RECEIPT OF PUBLIC COMMENTS:

The Hamilton Bio-Conversion Neighbourhood Consultative Committee met on July 26, 2000 to discuss a number of issues including the proposed amendment to the Certificate of Approval. This was the fourth meeting of the Committee in an on-going commitment by the company to maintain dialogue with the local community. The Committee includes representatives from the adjacent businesses and concerned local residents. No concerns or issues were identified with the proposed amendment from the members of the Committee.

COMMENTS:

The proposed amendment to the Certificate of Approval does not involve any change in the quantity of food waste depackaged, received or processed at the Hamilton Bio-Conversion Inc. facility. The proposed changes are of a technical nature involving the operating equipment and associated piping to accommodate a higher solids concentration in the aerobic thermophilic fermentation process.

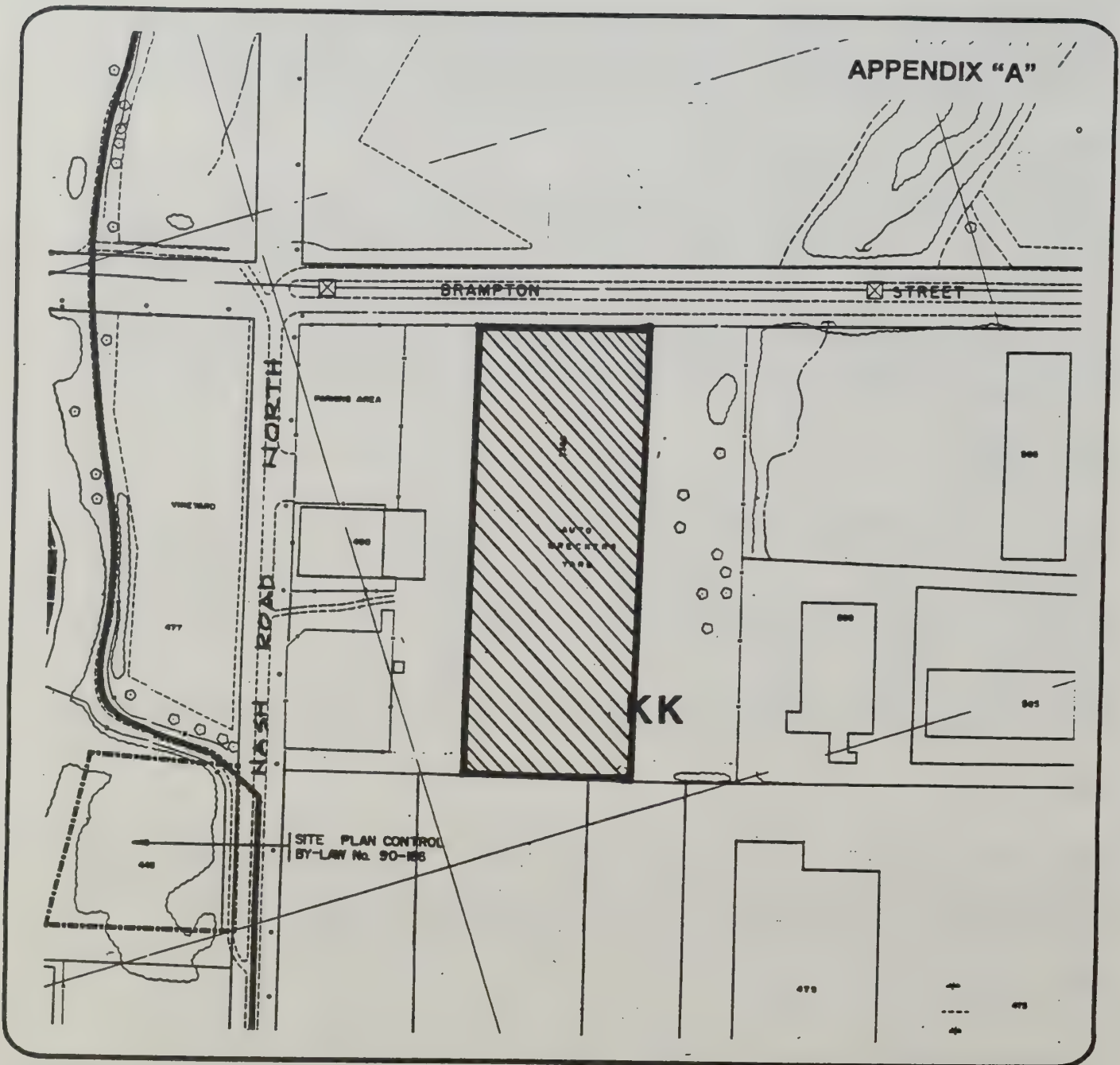
No significant concerns were identified by municipal staff through the circularization of the proposed amendment to the Certificate of Approval.

CONCLUSION:

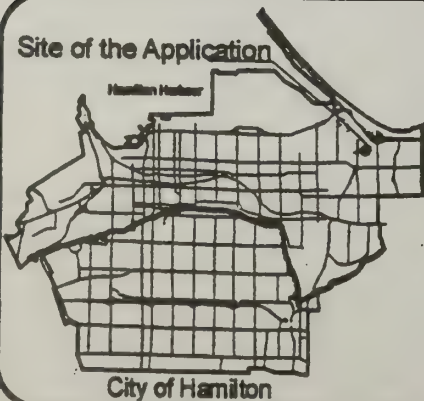
Based on the foregoing, the Ministry of the Environment should be advised that the City of Hamilton has no comments on the proposed Amendment to Certificate of Approval No. 6682-4JJPEZ for Hamilton Bio-Conversion Inc. at 2380 Brampton Street.

KE/ke

APPENDIX "A"



Site of the Application



PLANNING AND DEVELOPMENT DEPARTMENT

Location Map

Legend

 **SUBJECT LANDS:** 2380 Brampton Street

Reference file:

211V-MOSCOA-00-05

Scale

Not to Scale

Date

February, 1999

Technician:

B. B.



CITY OF HAMILTON

- RECOMMENDATION -

DATE: 2000 October 11
MOE-COA-00-003
Industrial Sector "C"

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Lee Ann Coveyduck
General Manager
Community Planning and Development

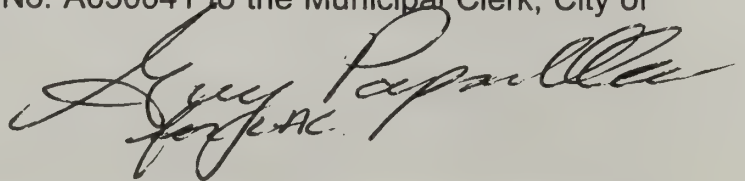
SUBJECT: Canadian Liquids Processors Limited (Royal Recycling), 15 Biggar Avenue, Application for Amendment to Certificate of Approval No. A650041 (PDC00174)

RECOMMENDATION:

- (a) That the West Central Branch of the Ontario Ministry of the Environment be advised that the City of Hamilton does not object to the amendment to Certificate of approval No. A650041, (waste disposal site - processing), for Canadian Liquids Processors Limited (Royal Recycling) at 15 Biggar Avenue, as shown on the attached map marked as APPENDIX "A", provided the following is undertaken:
- (i) That all environmental safeguards normally associated with the proposed activities are implemented to the satisfaction of the Ministry of the Environment (MOE).
 - (ii) That the operator shall continue to implement an odour control program, using the "Ecolo" system (or an equivalent system approved by MOE), as outlined in the attached letter dated October 10, 2000 (from Erica Siebert, Canadian Liquids Processors Ltd., to Robert Hall, City of Hamilton/Region of Hamilton Wentworth), attached as APPENDIX "B".
 - (iv) That the operator shall continue to implement a vermin and insect abatement program, as outlined in the attached letter dated September 11, 2000 (from Tracey DiBussolo, PCO Services Inc., to Royal Recycling, Attention Bill Duncan), attached as APPENDIX "C".
 - (v) That wastewater discharged from the facility shall comply with the following municipal Sewer Use conditions:
 - (1) Should certain treatable parameters, namely Biochemical Oxygen Demand (BOD), exceed the Regional Sewer Use By-law, an Overstrength Discharge Agreement must be negotiated.

- (2) Due to discharges to the Regional sanitary sewer from non-potable water sources, a Sanitary Sewer Surcharge Agreement must be negotiated.
- (3) Should certain non-treatable parameters, namely pH, exceed the Sewer Use By-law, a Compliance Agreement must be negotiated.
- (vi) That the previously approved Contingency Plan be appropriately amended to incorporate the new processes, if deemed necessary by the MOE, within thirty (30) days of the issuance of an Amendment to Certificate A650041, to the satisfaction of the MOE, with a copy to the City of Hamilton Fire Department and the Regional Municipality of Hamilton-Wentworth.
- (vii) That spill containment be provided for the fermentation room, utilities room, and tank truck ethanol filling location, to the satisfaction of the MOE.
- (viii) That condition no. 7. Hours of Operation of Certificate No. A650041 be amended by adding the following phrase:

"This restriction shall also mean that trucks shall not be left idling between the hours of 12:00 a.m. (midnight) and 6:00 a.m."
- (ix) That the site shall be surrounded by security fencing, with a maximum height of 3.0 m, around the entire perimeter of the site.
- (x) That a maximum capacity of 5,100 L/day of 96% ethanol by-product, or as determined appropriate by MOE, be applied to the ethanol recovery system.
- (b) That a copy of this report be forwarded to the West Central Branch of the Ontario Ministry of the Environment for their consideration.
- (c) That the West Central Branch of the Ontario Ministry of the Environment be requested to forward a copy of its final decision respecting the proposed amendments to Certificates of Approval No. A650041 to the Municipal Clerk, City of Hamilton.



Greg Paparella
for JAC

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

This matter does not require Transition Board Approval.

Certificate of Approval applications are processed by the Ontario Ministry of the Environment under the authority of the Environmental Protection Act. The City of Hamilton has been formally requested to provide comment to the Ministry on these specific applications.

BACKGROUND:

What is a Certificate of Approval

A "Certificate of Approval" pursuant to Part V of the Environmental Protection Act is a legally binding document, through which an individual, company or municipality is permitted by the Ontario Ministry of the Environment (MOE) to undertake an activity related to the management of waste.

Each Certificate of Approval is drafted to address the site-specific considerations relevant to the proposal and contains enforceable requirements that ensure environmental and health protection, compliance with legislation and policy requirements. The Certificate of Approval stipulates the types of wastes that can be managed at the facility, and contains "conditions" that describe the manner in which the facility is to be operated. Failure to comply with any of a Certificate's conditions constitutes a violation of the Environmental Protection Act and is grounds for enforcement through the Provincial Offences Act.

As part of their review process, the MOE requests the affected municipalities to provide comments on new and amended Certificate of Approval applications. The MOE then makes a decision on the application on the basis of the comments received, in addition to various technical and environmental considerations. Comments from the City of Hamilton and the Region of Hamilton-Wentworth on Certificate of Approval applications are forwarded to the MOE.

The Proposal

The subject lands are located at No. 15 Biggar Avenue, within the Industrial Sector "C" Neighbourhood, as shown on the attached map marked as APPENDIX "A". The subject lands are located within an established heavy industrial area (see "K" zoning on APPENDIX "A"). However, it should be noted that a small pocket, or enclave, of existing residential uses are located immediately to the south of the subject lands (e.g. Nos. 23 to 59 Biggar Avenue). This enclave consists of approximately 16 single detached dwellings. Residential land uses are also located to the north, on Imperial Avenue and to the east along Beach Road and Whitfield Avenue. Accordingly, surrounding land uses include heavy and general industrial uses, as well as low density residential land uses. The site has an area of approximately 3.34 ha (8.26 ac).

The applicant, Canadian Liquids Processors Limited (Royal Recycling), are currently permitted to operate a waste disposal site (processing) on the subject lands. Certificate of Approval A650041 was issued to Canadian Liquids Processors Limited (Royal Recycling) in June, 1995, to allow the applicant to receive, process, temporarily store and transfer waste liquid. The applicant receives and processes waste liquids consisting of off-specification and out-of-date alcoholic and non-alcoholic beverages (e.g. beer, soft drinks, etc.). Non-beverage, dairy foods (e.g. milk) and post consumer foods are not processed by the applicant. The beverages are received in their original glass, plastic or metal containers. The waste liquids are removed from the containers, collected in storage tanks and then transported by truck to be disposed of off-site at the Region's sanitary sewer system (e.g. the liquid waste is not disposed of directly into the sanitary sewer system). Recyclable glass containers are returned to the manufactures to be re-used. Bottles that are not reused by manufacturers are crushed and sold to glass

recyclers. Aluminum cans are crushed, baled and sold to metal recyclers. Likewise, cardboard boxes are sold to paper recyclers.

The current application is to amend Certificate of Approval A650041 to allow three new processes. The first new process would be a fermentation system. The purpose of this process would be to convert sugar in waste beverages, such as soft drinks, to ethanol using yeast. The system would include a holding tank, a fermenter feed tank and three fermenters and produces a solution called the "fermentation mash", which feeds into the second new process, the Extractive Distillation System. The purpose of the Extractive Distillation System is to recover ethanol. The system consists of three distillation columns and can produce 5,100 L/day of 96% ethanol by-product. Once the distillation process is complete, the ethanol is transferred to tank trucks for shipment and is sold for re-use.

The third new process is a new wastewater treatment system. As indicated above, liquid wastes (e.g. beverages) are currently transported off-site to be disposed of at the Regions sewerage treatment facility. Under the current operation, the content of the wastes is not acceptable to dispose of directly into the sewer system. A new ozonation and filtration system will be used by the applicant to reduce the BOD content of the liquid to an acceptable level. The applicant intends on entering into the appropriate sewer use agreements with the Region of Hamilton-Wentworth, to permit disposal of wastewater streams from the facility directly into the sanitary sewer system. In addition, some of the wastewater may be re-used on site. The applicant estimates that the new processes will result in a reduction of approximately 7 trucks per day coming to the site to transport the wastes to the sewage treatment facility. This would result in 35 fewer trucks per week (5 day week), or a reduction of 70 trips (35 trips in and 35 trips out) per week. In addition to wastewater, two new wastes would be produced, non-hazardous filter cake (spent yeast) and fusel oil. These wastes will be disposed of in accordance with the Environmental Protection Act (e.g. at approved facilities).

COMMENTS FROM MUNICIPAL DEPARTMENTS:

- **Community Traffic and Parking Services, Department of Public Works and Traffic**

"Staff recently received noise complaints from the area residents regarding trucks idling and operating at 4:30 am daily. I would request that a report from the applicant be submitted indicating the measures to mitigate the truck noise as it appears that more trucks may be using the facility if the application is approved."

Further comments indicate:

"...this will confirm that I am satisfied that the above company has addressed my concerns and we have no further concerns."

- **Utility Services Department**

"...we wish to inform you that:

1. A review of Canadian Liquids Processors application and site visit on August 22nd, 2000, indicates that certain treatable parameters, namely Biochemical Oxygen Demand (BOD), may exceed the Regional Sewer Use By-law. Should this occur CLP must negotiate an Overstrength Discharge Agreement.
2. There will be discharges to the Regional sanitary sewer from non-potable water sources. In this situation, CPL must negotiate a Sanitary Sewer Surcharge Agreement.
3. That certain non-treatable parameters, namely pH, may exceed the Sewer Use By-law. A pH neutralization system has been constructed to deal with this parameter. If compliance is not achieved, CPL must enter into negotiations for a Compliance Agreement.
4. Contingency Plans are recommended for spills on site and clean up procedures. This should be covered under the company's Certificate of Approval.
5. Spill containment be provided for the fermentation room, utilities room, & tank truck ethanol filling location.

As it stands the proposal put forth by CPL, is acceptable from a sewer use standpoint, with the provision that wastewater discharged from this operation complies with Sewer Use By-law R89-049, and that they institute the above-noted five (5) items as indicated."

- **Transportation, Operations and Environment Division, Solid Waste Management Section**

"The Canadian Liquids Processors Limited application to the Ministry of the Environment for a Provisional Certificate of Approval is acceptable from a solid waste standpoint providing conditions outlined in the application are adhered to."

- **Fire Prevention Division, Fire Department**

"The proposed Extractive Distillation Fermentation and waste water treatment system, which is intended to recover a 96% pure ethanol by-product (classified as a Class B1 flammable liquid), must comply with the following:

The owner is responsible to ensure the facility complies with Part 4 (Flammable and Combustible liquids) of the Ontario Fire Code and to that end shall provide documentation to this department from a professional engineer confirming that the applicable sections of Part 4 of the Ontario Fire Code have been complied with."

Further comments indicate:

"... this Department has received a letter from Michael A. Coulter, P. Eng. Of Cemcorp Ltd. indicating the new construction at this property is in compliance with legislation outlining the requirements for flammable and combustible liquids. In addition, the Building Department was contacted and they advised the plans and drawings for the new addition have been approved for construction.

Therefore, this Department has no objection with regards to the application for a provisional Certificate of Approval for a waste disposal site."

- **Community Planning and Development Division, Building Department**

"This property is located in a "K" District and the proposed use is permitted provided that the operations do not create danger to health or danger from fire or explosions specified in Section 18.(1) of the Hamilton Zoning By-law."

- **Environmental Health Branch, Social & Public Health Services Division**

"...It is unclear how the proponent will deal with the issue of nuisance odours emanating from the proposed change in operations at this site. The application for Certificate of Approval with the Ministry of Environment does not deal with the specifics of nuisance odours.

Additionally, the application does not deal with the issue of insect and vermin abatement. This division would like clarification from the proponent as to steps to be taken to ensure that insect and vermin abatement will be undertaken.

This Division has received public complaints regarding odours and vermin originating from 15 Biggar Avenue in the past. Prior to any further approvals this Division needs further clarification on these issues."

- **Community Planning and Development Division, Land Development Department**

The facility at No. 15 Biggar Avenue is located within Industrial Sector "C" Neighbourhood and is designated "Industrial" by the City of Hamilton Official Plan. In addition, the lands are located within a "K" (Heavy Industry, etc.) District zone. The following Official Plan policies should be noted:

A.2.3.1 The primary uses permitted in the areas designated on Schedule "A" as INDUSTRIAL will be for Industry. In this regard, Industry is defined as manufacturing, processing, warehousing, repair and servicing. In addition to the primary permitted uses, the following uses may be permitted within INDUSTRIAL areas:

iii) Uses which have characteristics or functional requirements similar to Industries;

2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial

standards with respect to the emission of sounds and vibrations, permissible concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off.

2.3.35 *In areas where it is recognized that an existing mix of Residential and INDUSTRIAL USES may be tolerated, Council will permit:*

- i) Only those INDUSTRIAL extensions or enlargements that do not generate adverse environmental impacts or traffic congestion;"*

The existing and proposed waste management activities are consistent with the permitted uses within the Industrial designation. In accordance with policy A.2.3.35, the additional processing requested should not result in adverse environmental impacts on the abutting residential uses.

RECEIPT OF PUBLIC COMMENTS:

On September 18, 2000, the applicant, Canadian Liquids Processors Limited (Royal Recycling) circulated an information Notice to residents and property owners abutting 15 Biggar Avenue (see attached APPENDIX "D"). The Notice provides a description of the proposed new processes requested under the application for an amendment to Certificate of Approval A650041. The Notice advised written comments could be submitted to the Ministry of the Environment. The Ministry has advised that, as of October 4, 2000, no comments or inquiries were received in response to the Notice.

COMMENTS:

Staff from City/Regional Departments have identified the following concerns/issues with the proposed amendment.

- **Odour and Pest Control**

The Environmental Health Branch indicated in their comments that the application did not clarify how the issue of nuisance odours emanating from the site would be addressed. This matter must be addressed, specifically given that the Health Branch has received and investigated complaints and confirmed that, on occasion, foul smelling odours have been generated by the facility. In reply to this concern, the applicant has submitted a letter (attached as APPENDIX "B"), outlining an odour control program. After receiving this information, the Health Branch is satisfied that the new processes will in fact reduce the present periodic nuisance odours. Odours should be reduced, since the facility will no longer have to transfer the waste beverages to trucks to be disposed of off-site. The odour control program should be incorporated into the Certificate of Approval as a condition, to ensure on-going compliance.

Additionally, the Environmental Health Branch expressed concern because the application did not deal with the issue of insect and vermin abatement. In reply, the

applicant has submitted a vermin and insect abatement program, attached as APPENDIX "C". The Health Branch is satisfied with this program and it should also be incorporated into the Certificate of Approval as a condition, to ensure on-going compliance.

- **Sewer Use and Contingency Plans**

The Utility Services Department indicates that the proposal is acceptable from a sewer use standpoint, subject to the appropriate agreements with the Region. These municipal Sewer Use conditions should be incorporated into the Certificate of Approval. The Utility Services Department also indicated that an appropriate Contingency Plan and spill containment should be in place. The existing Provisional Certificate does include a Contingency Plan, however, the Plan should be amended, if necessary, to reflect the new processes. We understand that the MOE will require appropriate spill containment provisions as a matter of practice, however, the City should also request this provision.

- **Noise Impacts and Hours of Operation**

The Department of Public Works and Traffic indicated that noise complaints from the area residents regarding trucks idling and operating at 4:30 am have been received in the past. After receiving additional information respecting the proposal, the Department was satisfied that a report on noise was not required, since the proposal would actually reduce the number of trucks coming to and leaving the site. In this respect, negative noise impacts on adjacent residential uses should be reduced. Notwithstanding, it is noted that the existing Provisional Certificate includes a condition respecting the Hours of Operation. This provision states that "Waste may be received and transported to/from the Site from 6:00 a.m. to 12:00 a.m. (midnight) seven days a week". To improve compatibility between the adjacent land uses, a phrase could be added to this condition to indicate that trucks shall not be left idling between the hours of 12:00 a.m. (midnight) and 6:00 a.m.

- **Security Fencing**

During a site visit to the facility, the issue of security fencing was discussed by the applicant and City/Regional staff. Although it was determined that the applicant had recently installed adequate security fencing, it should be made a condition of the Certificate, given the nature of liquid waste processed at the site. Accordingly, security fencing, with a maximum height of 3.0 m (Zoning By-law requirement), should be provided around the entire perimeter of the site.

- **Maximum Capacity for the New Processes**

It is understood that the MOE, as a matter of practice, applies appropriate maximum capacities to waste disposal facilities. Accordingly, a maximum capacity of 5,100 L/day of 96% ethanol by-product, or as determined appropriate by MOE, should be applied to the ethanol recovery system.

- **Fire Prevention**

The applicant has provided documentation to Fire Prevention Department, from a professional engineer, confirming that the new construction at this property is in compliance with legislation outlining the requirements for flammable and combustible liquids. In addition, the Building Department was contacted and they advised that plans and drawings for the new addition have been approved for construction. Therefore, the Fire Prevention Department is satisfied with the proposal.

CONCLUSION:

Based on the above Comments, although the subject lands are located immediately adjacent to an existing residential "enclave", the proposal should actually reduce truck traffic coming and leaving the site. Therefore, the additional processes requested could actually reduce negative environmental impacts, such as odours and noise, on abutting residential uses. On this basis, the Ministry of the Environment should be advised that the City of Hamilton would not object to the application for Amendment to Certificate of Approval No. 650041, Canadian Liquids Processors Limited (Royal Recycling), 15 Biggar Avenue, subject to the following:

- That the operator shall continue to implement an odour control program, using the "Ecolo" system (or an equivalent system approved by MOE), as outlined in the attached letter dated October 10, 2000 (from Erica Siebert, Canadian Liquids Processors Ltd., to Robert Hall, City of Hamilton/Region of Hamilton Wentworth), attached as APPENDIX "B".
- That the operator shall continue to implement a vermin and insect abatement program, as outlined in the attached letter dated September 11, 2000 (from Tracey DiBussolo, PCO Services Inc., to Royal Recycling, Attention Bill Duncan), attached as APPENDIX "C".
- That wastewater discharged from the facility shall comply with the following municipal Sewer Use conditions:
 - Should certain treatable parameters, namely Biochemical Oxygen Demand (BOD), exceed the Regional Sewer Use By-law, an Overstrength Discharge Agreement must be negotiated.
 - Due to discharges to the Regional sanitary sewer from non-potable water sources, a Sanitary Sewer Surcharge Agreement must be negotiated.
 - Should certain non-treatable parameters, namely pH, exceed the Sewer Use By-law, a Compliance Agreement must be negotiated.
- That the previously approved Contingency Plan be appropriately amended to incorporate the new processes, if deemed necessary by the MOE, within thirty (30) days of the issuance of an Amendment to Certificate A650041, to the satisfaction of

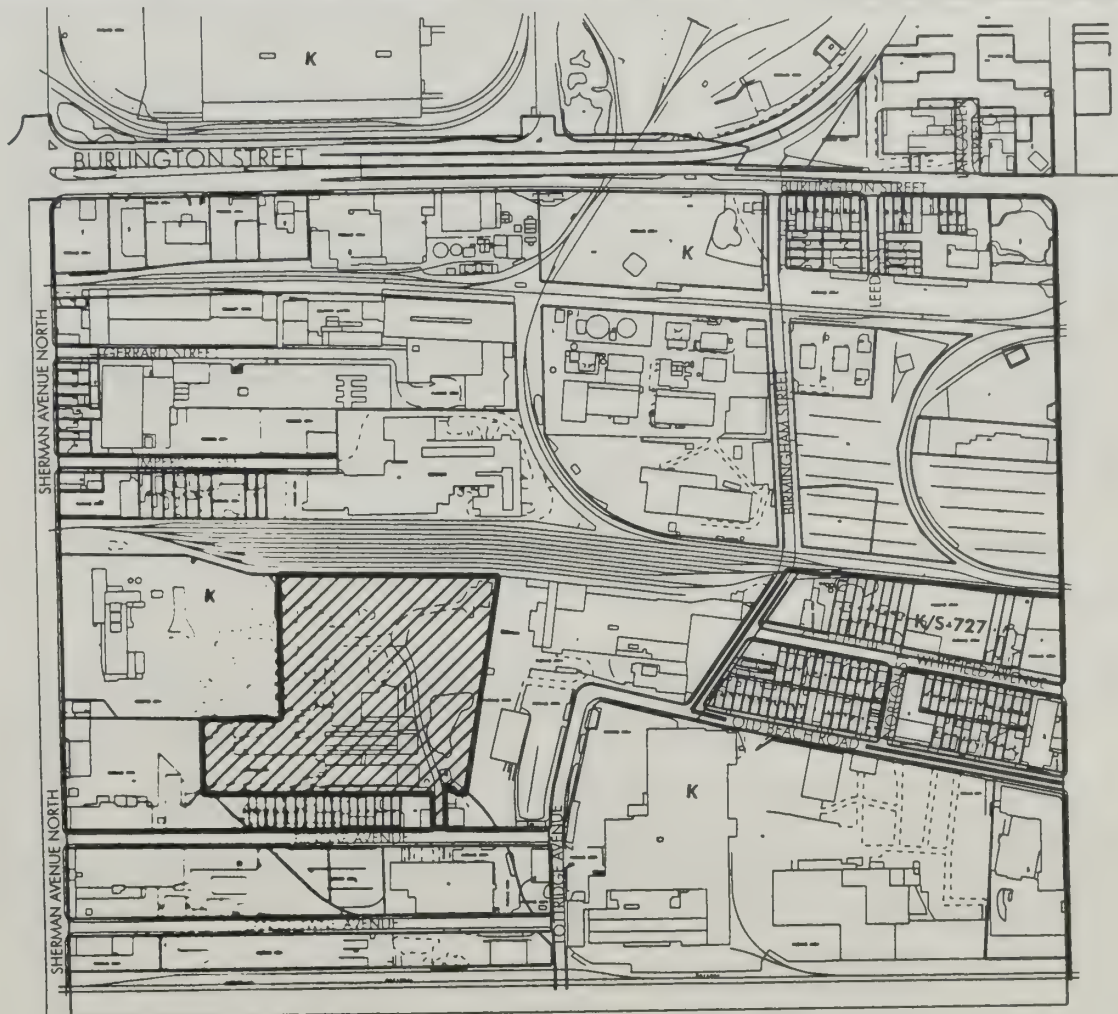
the MOE, with a copy to the City of Hamilton Fire Department and the Regional Municipality of Hamilton-Wentworth.

- That spill containment be provided for the fermentation room, utilities room, and tank truck ethanol filling location, to the satisfaction of the MOE.
- That condition no. 7. Hours of Operation of Certificate No. A650041 be amended by adding the following phrase:

"This restriction shall also mean that trucks shall not be left idling between the hours of 12:00 a.m. (midnight) and 6:00 a.m."

- That the site shall be surrounded by security fencing, with a maximum height of 3.0 m, around the entire perimeter of the site.
- That a maximum capacity of 5,100 L/day of 96% ethanol by-product, or as determined appropriate by MOE, be applied to the ethanol recovery system.

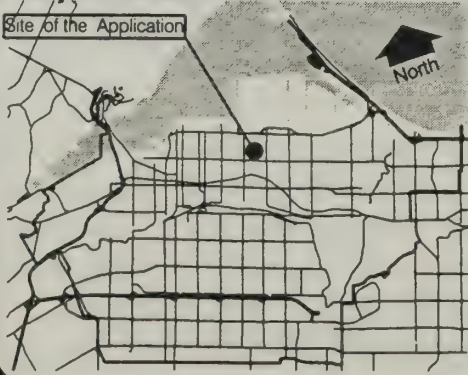
CL-M



NOTE: All dimensions are in metres

City of Hamilton

Site of the Application



Community Planning and Development Division

Location Map

Legend



15 Biggar Avenue

Reference File No.

MOE COA 00-03

Scale

NOT TO SCALE

Date

June, 2000

Drawn By

LM

APPENDIX 'A'



ROYAL
RECYCLING
LIMITED

CANADIAN
LIQUIDS
PROCESSORS
LIMITED

October 10, 2000

VIA FACIMILE

Mr. Robert Hall
Acting Director, Environmental Health Branch
City of Hamilton and Region of Hamilton-Wentworth
71 Main Street West
Hamilton, Ontario
L8P 4Y5

Dear Mr. Hall:

Re: Canadian Liquids Processors Ltd., 15 Biggar Avenue, Hamilton.
Application for Provisional Certificate of Approval for a Waste Disposal Site

In response to the concerns you expressed in your letter to P.D. Mallard of October 6, 2000, the "nuisance odours" generated at our facility are as result of the manner in which we have removed the liquid (stale soft drink and beer beverages) from our facility. These stale beverage liquids were held in tanks located outside near the neighbouring residences.

These liquids were then pumped from the tanks into a collection truck, which would then remove them from our facility and take them to the Woodward water treatment facility. The act of pumping the liquids into the trucks is the source of any odours the residences would notice. The rest of the facility utilizes a system called "Ecolo". This system is widely used in transfer stations across Canada and consists of a series of jets which spray a fine mist of a natural odour eliminator which inhibits the growth of bacteria, cutting off its oxygen supply.

As you noticed on your tour of the facility there is a very light smell of beer or pop inside the buildings. There are 15 spray jets inside the building where odours are generated and 8 outside that are sprayed directly on the crushed glass to prevent odours from being transferred outside. In addition, we have portable spray packs that a person can wear to spray directly onto any areas, which are causing an odour. The internal jets spray every 3 minutes for 1 minute 24 hours per day, 365

15 Biggar Avenue • Ham
Telephone: 905 312-0988 • Toll Free: 888 312-

APPENDIX "B"



20% Post Consumer Content

days per year. The solution sprayed is non-toxic, environmentally safe and does not cause eye or respiratory irritation. We use 2,520 litres per year of the solution-diluted 100:1 with water.

The new process will eliminate the need to send any liquid to the waste water treatment facility thus the neighbours will not be subject to any odours coming from the transfer of the liquid from our tanks into the trucks. However, we will NOT reduce or eliminate the Ecolo system from the facility. It will continue in the same quantities and strength as at present.

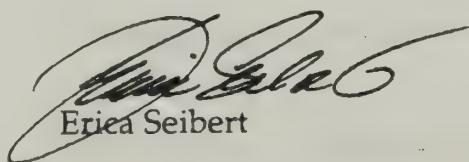
The new process removes the alcohol from the surrounding liquid and the wastewater component of the new process uses Ozone (O^3) to clean the remaining liquid and dramatically reduce the bacteria to allow the water to be within the acceptable limits (Region) to be discharged through the sewer.

The wastewater that will be discharged through the sewer is free from odour, colour and will be within the Region's acceptable discharge limits.

The new processing will not create any additional odours of itself as it is a fully contained sealed system. The remaining odours that are present within the facility buildings, where the crushing is taking place, will be dealt with through the Ecolo system in place. The Ecolo system can be made to be more concentrated if there is any noticeable increase in odour and we will make every effort to intercept these immediately. We will increase the strength of the spray outside to reduce the impact of any odours on the neighbouring residences.

I hope that this addresses any concerns you have. Please contact me if you require additional information to that which is provided above.

Yours very truly,



Erica Seibert



PCO Services Inc.
266 South Service Road
Stoney Creek, Ontario L8E 2N9
Tel: (905) 662-8494 Fax (905) 662-2717

September 11, 2000

Royal Recycling
15 Biggar Ave
Hamilton, On
L8L 3Z3

Sent via fax (905) 312-0988

Attention: Bill Duncan

Subject: Confirmation of Service

Dear Bill,

PCO Services has been providing monthly inspections and service at your facility since 1997.

Each month, John Smith inspects, dates and replaces rodenticide in all existing bait stations both inside and outside of the building. He will also inspect and monitor for insect activity. Residual insecticides are applied only as required. John may also recommend any major sanitation concerns that could cause either an insect and/or rodent infestation.

Emergency visits between regularly scheduled visits are also provided if necessary within a twenty-four hour period.

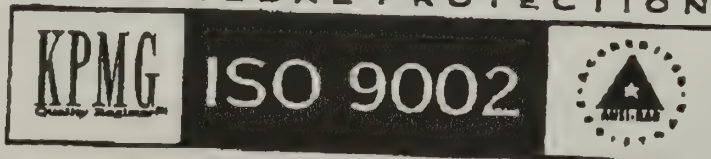
A written report is left behind after each visit describing any work performed along with our findings while at the job site.

If you need any further information, please feel free to contact the office.

Respectfully,
PCO Services Inc.

Tracey Di Bussolo

Customer Service Representative



September 18, 2000

Resident
19 Biggar Avenue
Hamilton, Ontario
L8L 3Z3

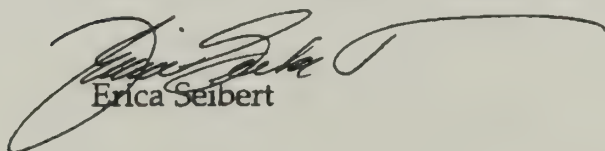
Dear Neighbour:

Royal Recycling is applying for an amendment to our Certificate of Approval with the Ministry of the Environment to enhance our processing facility by implementing an ethanol recovery project. The amendment will allow us to recycle and reuse more of what we receive at our facility with three new processes – fermentation, extractive distillation and wastewater treatment.

The new activities will not increase volumes or traffic and should have no noticeable impact on you. The changes we are making will benefit the environment. If you should have any comments, please address them to Ian Parrott at the Ministry of the Environment, Approvals Branch, 2 St. Clair Avenue West, Floor 12 A, Toronto, ON M4V 1L5

Thank you for your continued cooperation.

Sincerely,



Erica Seibert

- RECOMMENDATION -

DATE: October 13, 2000
Author: H. N. Groen File: T101-03, E220-1100

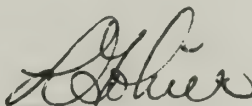
REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: L. Gohier, P. Eng.
Acting General Manager
Transportation, Operations, and Environment

SUBJECT: Road Allowance Width Policy – Christie Street
Intersection of Rymal Road and West 5th Street/Christie Street
City of Hamilton
(TOE00018)

RECOMMENDATION:

- a) That Item 1(d) Recommendation (a) of the Minutes of the Transport and Environment Committee Meeting on February 28, 1994 be rescinded in its entirety;
- b) That as a condition of site plan/development approval with the City of Hamilton, the owners of lands at No. 79 Rymal Road West dedicate a 1.524m road widening on Christie Street to the City of Hamilton;
- c) That the preparation of a survey plan to reflect this reduced road widening be the sole responsibility of the applicant/owner of lands at No. 79 Rymal Road West;
- d) That Mr. Vucetich and the Community Planning and Development Division of the City of Hamilton be advised of this action.



L. Gohier, P. Eng.
Acting General Manager
Transportation, Operations, and Environment

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

That in accordance with the Guidelines issued, this Report does not require Transition Board approval.

N/A

**SUBJECT: Road Allowance Width Policy – Christie Street
Intersection of Rymal Road and West 5th Street/Christie Street
City of Hamilton
(TOE00018)**

Page 2

BACKGROUND:

At its meeting on February 28, 1994, the Transport and Environment Committee passed the following resolution:

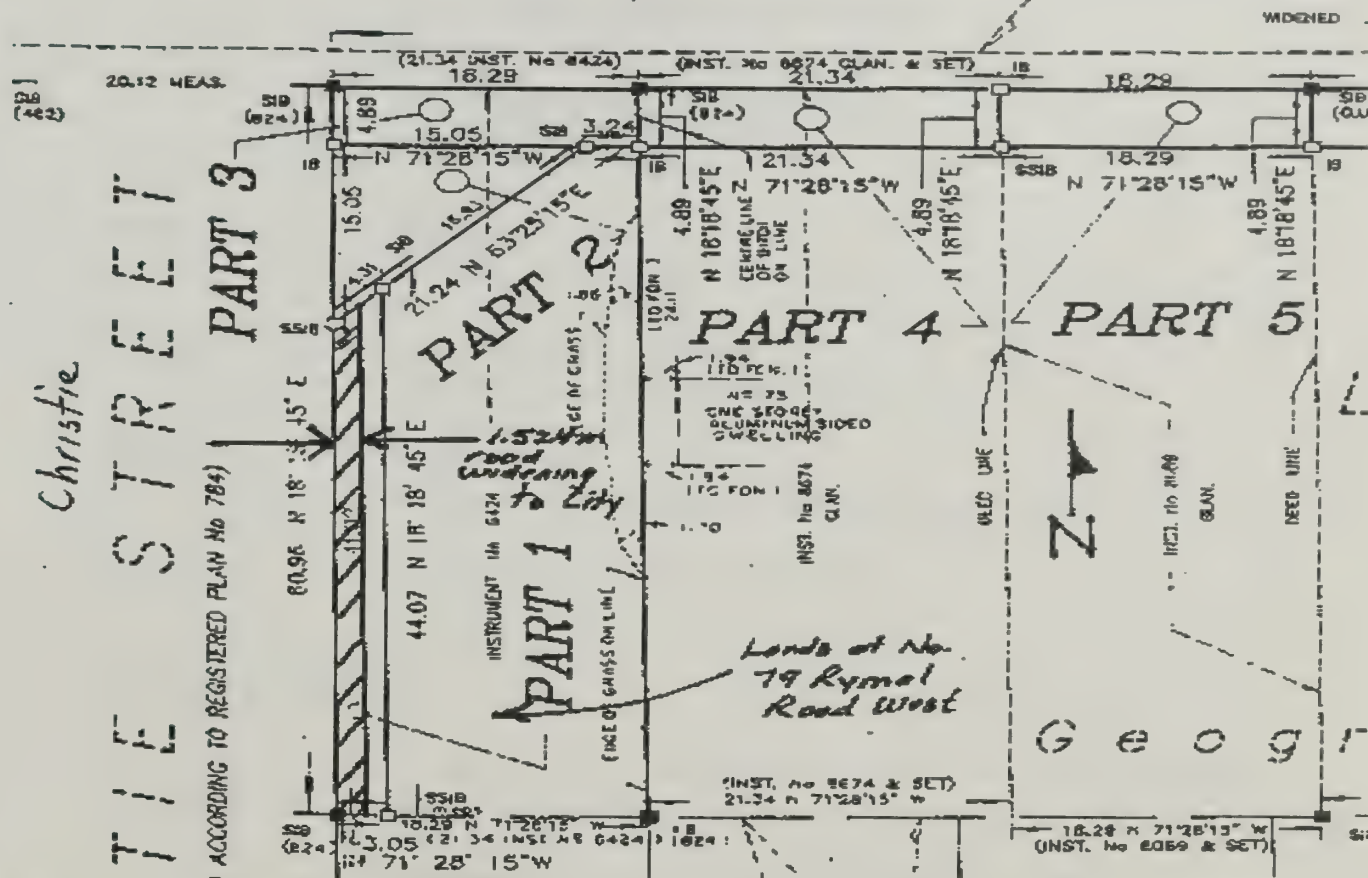
“That as a condition of site plan/development approval with the City of Hamilton, the owner of lands at No. 79 Rymal Road West dedicate the 3.048m road widening on Christie Street, shown as Part 1 on Reference Plan 62R-12162, to the City of Hamilton.”

We have been requested by the owner since that time to consider reducing the road widening dedication on Christie Street. The owner was advised that the Region was in the process of completing the South Mountain Arterial Transportation Study and at that time the road widenings on West 5th Street, north of Rymal Road and the traffic lane balance required on Christie Street, south of Rymal Road, would be reviewed.

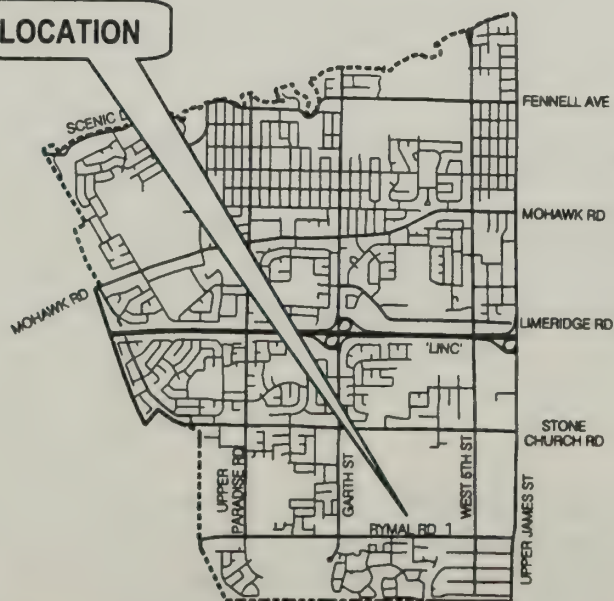
We have now completed this transportation review and anticipate that West 5th Street will have to be widened to a three lane cross section to accommodate the anticipated traffic in the Ultimate Configuration for the Year 2021. Based on these study results, we can support the reduction of the widening on Christie Street from 3.048m to 1.524m. It is our opinion that the remaining 1.524m road widening on Christie Street should be maintained. This is required to widen the pavement to provide proper lane balance on the north and south sides of Rymal Road, to provide area for utilities, sidewalks, et cetera, at such time as this section of Christie Street is reconstructed to an urban cross section.

HNG (Ext. 4278)

Attached – Key Map



REFERENCE FILE NO: **TOE00018**



**HAMILTON
WARD 8**

CITY OF HAMILTON
-RECOMMENDATION-

DATE: October 5, 2000
Author: Reg Meiers

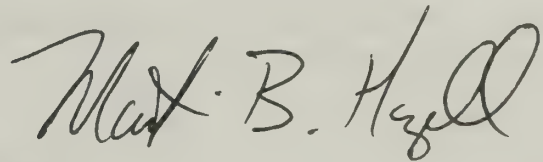
REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Marty Hazell
Acting Commissioner of Public Works and Traffic

SUBJECT: Winter Maintenance (PWT00174)

RECOMMENDATION:

- (a) That the City of Hamilton's continuing participation in inter-municipal co-operation regarding snow clearing operations be approved; and,
- (b) That the recommended changes to snow clearing routes shown on Schedule A be approved; and,
- (c) That the responsibility for winter snow clearing operations on those Regional Roads identified on Schedule B, be transferred to the appropriate municipalities.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Transition Board approval is not required.

The net financial impact for the six-week period, November 15 to December 31 is thought to be insignificant.

BACKGROUND:

On March 7, 2000, Regional Council in adopting Item 4 of the 03-00 Report of the Transportation Services Committee approved the transfer of the Regional Road Maintenance Section from the Transportation, Operations and Environment Division to the Department of Public Works and Traffic effective April 3, 2000.

Winter Maintenance (PWT00174)

This section is responsible for three districts within Ancaster, Dundas, Flamborough and Glanbrook.

Representatives from the above-mentioned municipalities along with Stoney Creek and Hamilton have been meeting on a regular basis for the last few months at the request of the General Manager of Transportation and Operations to develop a plan for improved service delivery in the area of winter maintenance. Areas have been identified where staff feel improvements can be achieved as early as November this year.

Staff has identified approximately 100km of Regional roads throughout the Region, which could quite logically be serviced by the local municipalities without compromising service levels. Cost savings may be achieved through the use of alternate materials.

In addition staff have met separately with Glanbrook and Stoney Creek to agree on changes to plowing/sanding routes to optimize equipment use. These changes are shown on Schedule A.

RPM/rb

Attachments

c.c. P. Crockett, General Manager, Transportation, Operations and Environment

Proposed Changes in Municipal Boundaries

Street	From	To	Transfer from/to
Aldercrest Ave.			Glanbrook to Ham
Seneca Ave.			Glanbrook to Ham
Springside Dr.			Glanbrook to Ham
Alderlea Ave.			Glanbrook to Ham
Spalding Dr.			Glanbrook to Ham
Stagecoach Dr.			Glanbrook to Ham
Homebrook Dr.			Glanbrook to Ham
Portage Lane			Glanbrook to Ham
Butterfield Court			Glanbrook to Ham
Comfort Court			Glanbrook to Ham
Saveryn Road			Glanbrook to Ham
Mother St.			Glanbrook to Ham
Powerline Crt.			Glanbrook to Ham
King Street	Greenhill	Centennial	SC to Hamilton
Local Streets	W of Centennial	bet. Queenston & King	SC to Hamilton
The Linc	Winterberry	Upper Centennial (Hwy 20)	SC to Hamilton
Old Mud Street	Mt. Albion Hill	north turnaround	SC to Hamilton
Upper Mount Albion	Old Mud St.	north turnaround	SC to Hamilton
Paramount	Pritchard	Upper MtAlbion/Rymal	SC to Hamilton
Highway 56	Rymal	Haldibrook Rd.	Ham to SC
Highland	Upper Mt Albion	Pritchard	Ham to SC
Local Streets	bet Gray, Queenston, Centennial & Lake Ont		Ham to SC
Gray Road	Queenston Rd	Lake Ontario	Ham to SC
Queenston Road	Gray	Centennial	Ham to SC
Centennial	Queenston	Lake	Ham to SC
North & South Service Roads	Centennial	City Limits	Ham to SC

Proposed Regional Road Transfers to Municipality

Transfer to Glanbrook (36.2 centre-line kilometres)

Street	From	To
Regional Class #3 Roads		
Whitechurch Rd.	Nebo Rd.	Trinity Church Rd.
Binbrook Rd.	Trinity Church Rd.	Niagara Boundary
Hall Rd.	Blackheath Rd.	#56 Highway
Homestead Dr. N.	Airport Rd.	#6 Highway

Regional Class #4 Roads

Miles Rd.	Rymal Rd.	Dickenson Rd.
Dickenson Rd.	#6 Highway	Nebo Rd.
Woodburn Rd.	#20 Highway	Binbrook Rd.
Fletchers Rd.	Rymal Rd.	Kirk Rd.
Kirk Rd.	Fletchers Rd.	#56 Highway
Harrison Rd.	Kirk Rd.	H.C.A.
Blackheath Rd.	Hall Rd.	Haldibrook Rd.
Homestead Dr. S.	Airport Rd.	#6 Highway

Transfer to Ancaster (17.05 centre-line kilometres)

Regional Class #3 Roads

Jerseyville Rd.	Wilson St.	Martin Rd.
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Regional Class #4 Roads

Jerseyville Rd.	#52 Highway	Martin Rd.
Jerseyville Rd.	Sunnyridge Rd.	Brant boundary
Sunnyridge Rd.	#2 Highway	Jerseyville Rd.
Old Mohawk Rd.	Mohawk Rd.	dead end
Glancaster Rd. North	Rymal Rd.	Dickenson Rd.
Glancaster Rd. South	Airport Rd.	Whitechurch/Carl Luke

Transfer to Flamborough (14.0 centre-line kilometres)

Regional Road Class #4/5

Sheffield Rd.	#8 Highway (Old)	#5 Highway
Sheffield Rd.	#8 Highway (Old)	Safari Rd.
Sheffield Village	#8 Highway	#8 Highway
Rockton Village	#8 Highway	#8 Highway
Woodhill Rd.	#8 Highway	#5 Highway
Freelton Rd.	#6 Highway	Freelton Rd. (11 th Conc E)

Transfer to Stoney Creek (13.9 centre-line kilometres)

Street	From	To
Regional Road Class #2		
#56 Highway	Rymal Rd. East	Binbrook Rd.
Regional Road Class #3		
#56 Highway	Binbrook Rd.	Regional boundary
Regional Road Class #4		
Haldibrook Rd.	#56 Highway	dead end (land fill)

Transfer to Dundas (1.8 centre-line kilometres)

Regional Road Class #1 (Escarpment Crossings)

#8 Highway	Bond St.	Brock Rd. (Bullocks Corners, Greensville)
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CITY OF HAMILTON

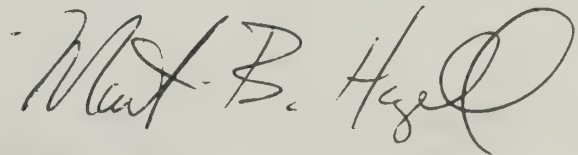
- INFORMATION -

DATE: October 19, 2000
File No. TEC-073-00 / Author: M. Hazell

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Martin B. Hazell
Acting Commissioner of Public Works & Traffic

SUBJECT: Transfer of Responsibilities for Parking Enforcement and School Crossing Guard Operations from the City of Stoney Creek to the City of Hamilton (PWT00188)

BACKGROUND:**Transition Board approval is being sought for this matter.**

The Inter-Municipal Cooperative agreement approved by Council allows for the transfer of duties and operations between municipalities during the period of transition between now and the end of 2000.

Due to recent hirings by the new City of Hamilton, and the commitment of other existing staff to ongoing transition efforts, the City of Stoney Creek no longer has staff available to support the two above-noted functions. In order to effect a seamless and smooth transition, Stoney Creek staff are proposing that the responsibility and authority for Parking Services and Enforcement Operations and the School Crossing Guard operations for the City of Stoney Creek be transferred to the Manager of Community Traffic and Parking Services for the City of Hamilton, effective November 6, 2000.

City of Hamilton staff can assume these duties and anticipate implementing several efficiency measures.

MBH/kag

- RECOMMENDATION -

DATE: October 6, 2000
File No. TEC-068-00 / Author: Various

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Marty Hazell
Acting Commissioner of Public Works and Traffic

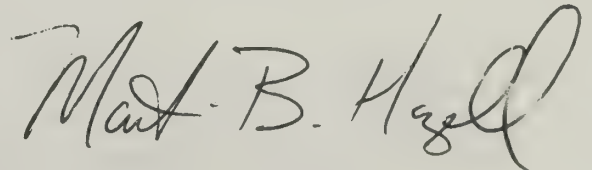
SUBJECT: Routine Amendments to the City Traffic By-law 89-72
Transport and Environment Committee Meeting – October 23, 2000
(PWT00176)

RECOMMENDATION:

That the requests for routine amendments listed herein be approved and that an appropriate by-law to amend the City Traffic By-law 89-72 be passed and enacted.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

**BACKGROUND:**

Staff has received several requests/petitions for routine changes to existing on-street parking regulations and/or intersection control on City streets. Staff has investigated and concurs with the following requests.

1. Ward 1

- (a) Alderman Mary Kiss has forwarded a petition signed by representatives of 13 of the 15 homes abutting Winston between Royal and the northerly end requesting that an "Alternate Side Parking" regulation be implemented on the street. All 13 of the residents are in favour of the requested regulation.

2. Ward 2

- (a) Robert Bridges, 431 Ferguson Avenue North, has requested that a reserved "Permit Parking" regulation be implemented on the west side of Ferguson in front of his home, since he is disabled.

- (b) Alderman Ron Corsini has advised of a request from Mrs. S. Anvari, 104 Aberdeen Avenue, that a "No Parking" corner clearance be implemented on the north side of Aberdeen from Bay to a point 105 feet westerly, to facilitate turning movements at the intersection.
- (c) Staff has received a request from Mrs. D'Eon, 72 Picton Street West, that a full-time "Wheelchair Loading Zone" be implemented on the north side of Picton, east of Bay, directly in front of her home as she requires the services of DARTS vehicles.
- (d) Ray Belanger, owner of B&M Recycling, 228 Hess Street North, has requested that the existing "No Parking, 7:30 am to 4:00 pm, Monday to Friday" regulation on the west side of Hess, north of Barton, be extended northerly and that the existing full-time "No Parking" regulation on the east side of Hess, north of Barton, be extended southerly and the duration changed to "7:30 am to 4:00 pm, Monday to Friday". The requested changes are to facilitate turning movements of semi-trailers accessing his business.

3. Ward 3

- (a) Gordon Skinner, 136 Eastbourne Avenue, has requested that a reserved "Permit Parking" regulation be implemented on the west side of Eastbourne in front of his home, since he is disabled, and on the east side of Eastbourne in front of 129 Eastbourne Avenue to accommodate the "Alternate Side Parking" regulation on the street. Albert Finnan, who resides at 129 Eastbourne Avenue supports Mr. Skinner's request.
- (b) Staff has received a request from Mr. Piech, 286 Balmoral Avenue North, that the existing "No Parking" regulation on the east side of Balmoral, south of Barton, be extended southerly to the edge of his driveway. Mr. Pellegrini, 290 Balmoral Avenue North, has advised that he supports extending the regulation across the front of his house.
- (c) Ernesto Pacheco of P&A Variety, 44 Francis Street, has requested that a "15 Minute Parking Time Limit, 8:00 am to 9:00 pm, 7 days a week" regulation be implemented on the south side of Francis, partially in front of his store, to accommodate customer parking for one vehicle. Francis is a residential street and, therefore, a parking meter would be inappropriate. Dave McComack, the owner of 46 Francis Street, in front of which a part of the regulation would extend, supports the Mr. Pacheco's request.

4. Ward 5

- (a) Staff has received a request from Rick Clark, Principal of Glenbrae Public School, 50 Secord Avenue, that the existing "School Bus Loading Zone, 7:00 am to 6:00 pm, Monday to Saturday" regulation on the south side of Secord be extended 80 feet westerly.

5. Ward 6

- (a) Alderman Tom Jackson has advised of a request from Chris Vaudry, 173 Assisi Street, that all-way stop control be implemented at the intersection of Upper Gage and Cadham/Terni. The subject intersection meets the criteria for all-way stop control.

6. Ward 7

- (a) Staff has received a request from Ed Grodecki, Principal of Ryckman's Corners School, 80 Springside Drive, that the existing "School Bus Loading Zone, 7:00 am to 6:00 pm, Monday to Saturday" regulation on the west side of Springside be relocated to the east side of Seneca.
- (b) Staff has received a request from Wanda Lane, Principal of George L. Armstrong School, 460 Concession Street, that the existing "Wheelchair Loading Zone, 7:00 am to 6:00 pm, Monday to Saturday" regulation on the east side of East 18th be relocated to the west side of East 19th.

7. Ward 8

- (a) Dawn Walker, 146 Benvenuto Crescent, has requested that a full-time "Wheelchair Loading Zone" regulation be implemented on the south side of Benvenuto in front of her home, to facilitate DARTS pick-up for her son.
- (b) Peggy Austin, 82 Graystone Drive, has requested that a full-time "No Parking" regulation be implemented on the north side of Graystone from Greyfriar to 99 feet easterly. Mr. G. Fordham, 11 Greyfriar, as the adjoining property owner, has no objection to the request.

SUBJECT: Routine Amendments to the City Traffic By-law 89-72
Transport and Environment Committee Meeting – October 23, 2000
(PWT00176)

Page 4

- (c) Staff has received a request from Hank Knecht, Custodian of Mountain Secondary School, 60 Caledon Avenue, that a "School Bus Loading Zone, 7:00 am to 6:00 pm, Monday to Saturday" regulation be implemented on the west side of Caledon directly in front of the school.

MBH/kag

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 2000 October 16
File No. TEC-069-00 / Author: P. Buckle

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Martin B. Hazell
Acting Commissioner of Public Works and Traffic

SUBJECT: Appointment of By-law Enforcement Officers (PWT00179)

RECOMMENDATION:

- (a) That, in accordance with Section 15(1) of the Police Services Act, 1990, the following persons be appointed as By-law Enforcement (Parking Control) Officers:

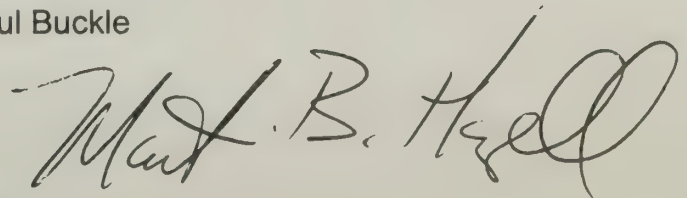
Michael Weingartner
Rae A. Greenwood
Julie Stonehill
Ed Vanderwindt
Jim Swire
Len Gray
Roy Markle
Bill Olmstead
Randy Charlton
Brenda Beck
Geoff Stephenson
Pat Pearce
Ron Arnold
Morris Edwards

Brian Lanto
Donna May Lord
Rose Frederick
Ron Smith
David Campbell
Peter Vanderbeek
Steve Warner
Jay Appell
Michelle Bain
Andy Travers
Ron Kirouac
John McCaffrey
Nicole Savoy
Juanita Flokstra

- (b) That the following appointments as By-law Enforcement (Parking Control) Officers be repealed:

Robert Bishop
Cyril Villa

Ted Arthurs
Paul Buckle


**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

Transition Board approval is not required

N/A

BACKGROUND:

Due to changes in personnel in the Parking Control Section, Department of Public Works and Traffic, and in order to accommodate the Inter-Municipal Cooperation Agreement and the facilitation of a seamless transition from six municipalities to one, it is necessary and appropriate to revise the list of persons appointed as By-law Enforcement (Parking Control) Officers in accordance with Section 15(1) of the Police Services Act, 1990.


CVB/MBH

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 2000 October 16
File No. TEC-072-00 / Author: P. Buckle

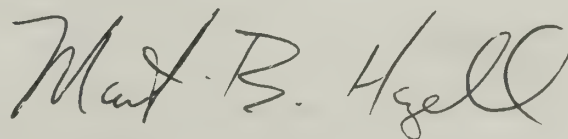
REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Martin B. Hazell
Acting Commissioner of Public Works and Traffic

SUBJECT: A By-law to Sell a portion of Dulgaren Street
(CS00025A)

RECOMMENDATION:

- (a) That the by-law, in the form attached, to sell a portion of Dulgaren Street, being unopened road allowance and being Parts 1, 2, 3, 4 & 5 on Plan 62R-15337 (formerly Part 1 on Plan 62R-14087), be passed and enacted by Council; and
- (b) That the General Manager of Transportation and Operations be authorized and directed to register the by-law at the Land Registry Office.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Transition Board approval is not required.

Funds derived from this sale, in the amount of \$21,000, are to be credited to Account No. COHAM 47702-100035.

BACKGROUND:

The Council of the Corporation of the City of Hamilton, at its meeting of September 6, 2000, adopted Item D-6 of the Committee of the Whole report which recommended that a portion of Dulgaren Street, being Parts 1,2,3,4 & 5 on Plan 62R-15337, (formerly Part 1 on Plan 62R-14087), and being part of PIN # 16921-0167, be declared surplus, and that an offer to purchase the said portion of Dulgaren Street, submitted by Harp Homes Inc. (M. Mazza, President) be accepted.

**A By-law to Stop Up, Close and Sell
a portion of Dulgaren Street (CS00025A)**

Page 2

On February 11, 1997, City Council adopted item 1 of the 2nd Report of the Transport and Environment Committee approving the stopping up, closing and sale of the unopened road allowance of Dulgaren Street from the easterly limit of Eaglewood Drive, easterly to 62 metres. On November 6, 1997, an Order closing the road allowance was granted and the Order was registered on title as Instrument No. LT478474 on November 12, 1997. Following the February 11, 1997 Council meeting, the Real Estate Division of the City Clerks Department commenced negotiations with Harp Homes Inc., the abutting property owner, and an Offer to Purchase the subject lands was developed.

The City Council adopting Item 3 of the 16th Report of the Finance and Administration Committee on November 9, 1999, designated the subject property as surplus by resolution, in accordance with the Real Property Sale Procedural By-law No. 95-049, and the General Manager of Corporate Services, in the September 6, 2000 report to the Committee of the Whole, that "satisfactory notice" was "given to the public of the intended sale of the subject road allowances", and that "no appraisal of fair market value of the real property being sold was obtained as road allowances are exempt from the appraisal requirements of Section 193 of the Municipal Act".

The attached By-law will satisfy the last requirement for the sale of the subject road allowance, and allow the sale to proceed.

CVB/MBH
attach.

c.c. Kevin Nutley, Real Estate Division

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW 00-

BEING A BY-LAW TO SELL
PART OF DULGAREN STREET, CITY OF HAMILTON

WHEREAS the Council of the Corporation of the City of Hamilton is empowered under Section 297 (1) of the Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease, close, sell or retain any highway or part of a highway;

AND WHEREAS the part of Dulgaren Street, being an unopened road allowance and being Parts 1, 2, 3, 4 & 5 on Plan 62R-15337; is under the jurisdiction of the Corporation of the City of Hamilton;

AND WHEREAS the Council of the Corporation of the City of Hamilton, in adopting item 1 of the 2nd Report of the Transport and Environment Committee, at its meeting on February 11, 1997, did approve the stopping up, closing and sale of the said part of Dulgaren Street;

AND WHEREAS the Ontario Court General Division, on November 6, 1997, did grant an Order closing the subject unopened road allowance, said Order being registered on title as instrument No. LT478474;

AND WHEREAS the Council of the Corporation of the City of Hamilton, in adopting Item 3 of the 16th Report of the Finance and Administration Committee, at its meeting on November 9, 1999, did declare the said part of Dulgaren Street to be surplus to the requirements of the City;

AND WHEREAS the Council of the Corporation of the City of Hamilton, in adopting Item D-6 of the Committee of the Whole report on September 06, 2000, did authorize the sale of the said part of Dulgaren Street, to Harp Homes Inc. for the sum of \$21,000 pursuant to the Municipal Act;

AND WHEREAS notice of the intention of the Council of the City of Hamilton to pass this by-law has been published, as required by section 300 of the Municipal Act, for four consecutive weeks in the Hamilton Spectator, a newspaper having general circulation in the City of Hamilton;

AND WHEREAS the Council of the Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this by-law;

NOW THEREFORE, the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the soil and freehold of the portion of Dulgaren Street set out on Registered Plan 853 and designated as Parts 1, 2, 3, 4 & 5 on Plan 62R-15337, being part of PIN # 16921-0167, in the City of Hamilton, in the Regional Municipality of Hamilton-Wentworth, be sold to Harp Homes Inc., being the owner of the abutting property, in accordance with its Offer to Purchase, for the price of \$21,000.

2. That this By-law shall come into force and effect on the date of its registration in the Land Registry Office for the Registry Division of Wentworth.

Passed this 31st day of October, 2000.

Acting Municipal Clerk

Mayor

Approved
as to form

Legal
Services

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 2000 October 16
File No. TEC-070-00 / Author: P. Buckle

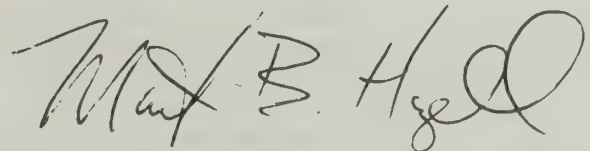
REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Martin B. Hazell
Acting Commissioner of Public Works and Traffic

SUBJECT: A By-law to Stop Up, Close and Sell a portion of
Bedford Street (CS00029A)

RECOMMENDATION:

- (a) That the by-law, in the form attached, to stop up, close and sell a portion of Bedford Street, being unopened road allowance and being Parts 28 and 29 on Plan 62R-12578, be passed and enacted by Council; and,
- (b) That the General Manager of Transportation and Operations be authorized and directed to register the by-law at the Land Registry Office.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Transition Board approval is not required.

Funds derived from this sale, in the amount of \$2,000, are to be credited to Account No. COHAM 47702-100035.

BACKGROUND:

City Council, at its meeting of October 10, 2000, adopted item three of the 15th Report of the Finance and Administration Committee, to stop up, close and sell a portion of Bedford Street, said portion being unopened road allowance and being Parts 28 and 29 on Plan 62R-12578 and being part of PIN # 16914-0201.

**A By-law to Stop Up, Close and Sell
a portion of Bedford Street (CS00029A)**

Page 2

The purchase of the subject road allowance will be executed by Lena Muraca. The sale has been advertised for four (4) consecutive weeks, as required by Section 300 of the Municipal Act, and no objection has been received. It is necessary to pass the attached by-law to complete the sale.

CVB/MBH
attach.

c.c. Kevin Nutley, Real Estate Division

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW 00-

BEING A BY-LAW TO CLOSE AND SELL
PART OF BEDFORD STREET, CITY OF HAMILTON

WHEREAS the Council of the Corporation of the City of Hamilton is empowered under Section 297 (1) of the Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease, close, sell or retain any highway or part of a highway;

AND WHEREAS the Council of the Corporation of the City of Hamilton, in adopting Item 3 of the 15th Report of the Finance and Administration Committee on October 10, 2000, has authorized that steps be commenced pursuant to the Municipal Act for the stopping up, closing and sale of part of Bedford Street, being Parts 28 and 29, Plan 62R-12578 to Lena Muraca for the sum of \$2,000;

AND WHEREAS the said highway is under the jurisdiction of the Corporation of the City of Hamilton;

AND WHEREAS notice of the City's intention to pass this by-law has been published, as required by section 300 of the Municipal Act, for four consecutive weeks in the Hamilton Spectator, a newspaper having general circulation in the City of Hamilton;

AND WHEREAS the Council of the Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this by-law;


NOW THEREFORE, the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the portion of Bedford Street, set out on Registered Plan 944, designated as Parts 28 and 29, Plan 62R-12578, PIN# 16914-0199 (being part of the PIN), in the City of Hamilton, in the Regional Municipality of Hamilton-Wentworth, is hereby stopped up and closed.
2. That the soil and freehold of the said portion of Bedford Street, hereby stopped up and closed, be sold to Lena Muraca, being the owner of the abutting property, in accordance with her Offer to Purchase, for the price of \$2,000.
3. That this By-law shall come into force and effect on the date of its registration in the Land Registry Office for the Registry Division of Wentworth.

Passed this 31st day of October, 2000.

Acting Municipal Clerk

Mayor

Approved
as to form

Legal
Services

- RECOMMENDATION -

DATE: October 10, 2000
Author: G. McGuire

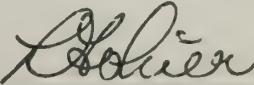
REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: L. Gohier, P. Eng
Acting General Manager
Transportation, Operations, and Environment

SUBJECT: To Incorporate Certain City Land
into Various Streets by By-Laws
(TOE00016)

RECOMMENDATION:

- a) That the following City land be incorporated into the following streets:
- | | | |
|------------------|---------------------|-----------|
| Southridge Drive | Parts 8 and 11 | 62R-15300 |
| Crerar Drive | Block 45 | 62M-495 |
| | Parts 1, 2, 3 and 4 | 62R-15211 |
| Lynnette Drive | Block 20 | 62M-719 |
| | Parts 3 and 4 | 62R-15560 |
| Massena Drive | Block 67 | 62M-663 |
| Matthew Street | Part 7 | 62R-14441 |
- b) That the by-laws to carry out the incorporation of the said land into the foregoing streets be prepared to the satisfaction of Corporate Counsel and be enacted by Council;
- c) That the Acting General Manager of Transportation, Operations, and Environment be authorized and directed to register the by-laws.



L. Gohier, P. Eng.
Acting General Manager
Transportation, Operations, and Environment

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

That in accordance with the Guidelines issued, this Report does not require Transition Board approval.

N/A

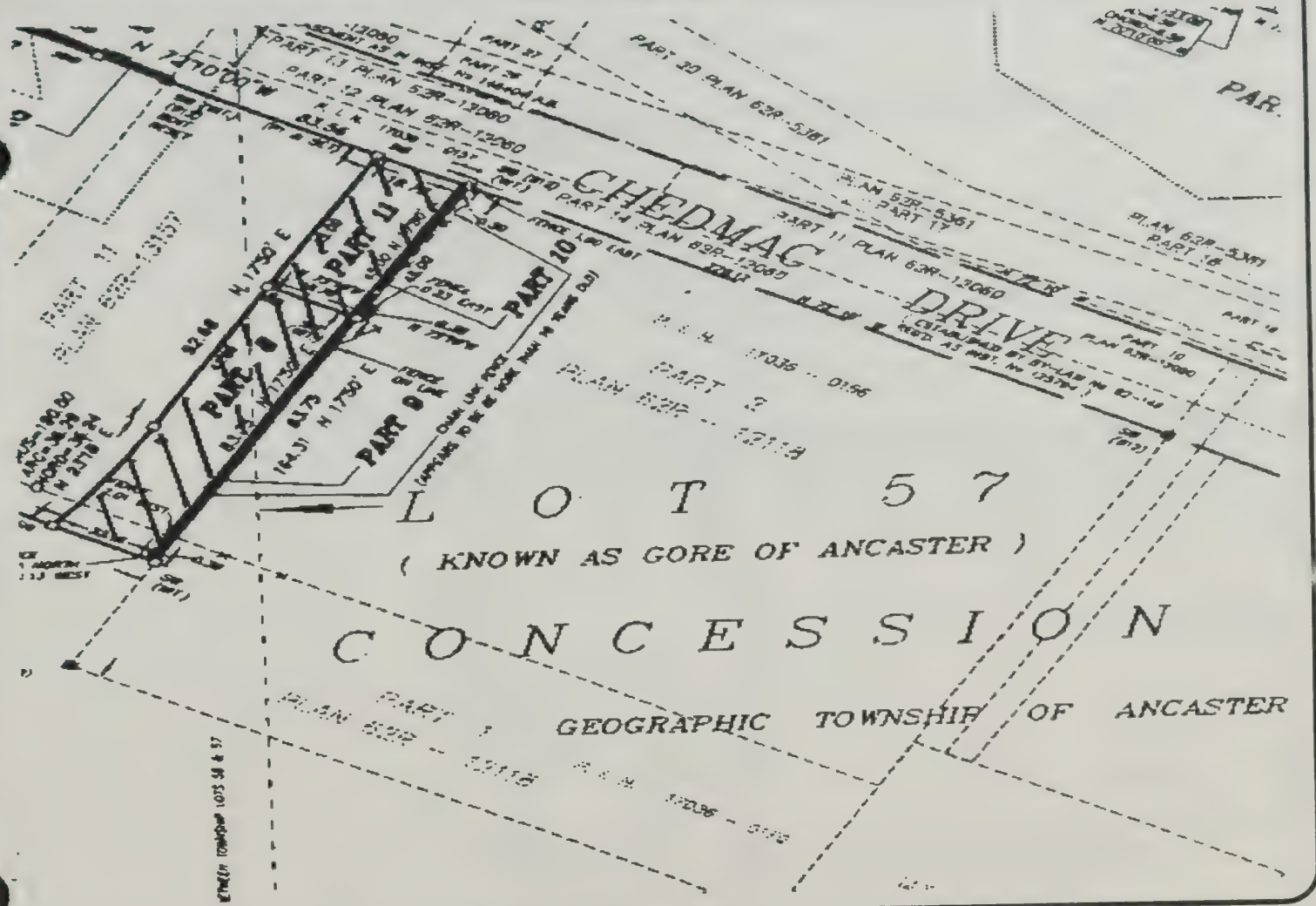
BACKGROUND:

To complete conditions of severance and to complete final street widths, it is necessary to incorporate City land into the road allowance as indicated below.

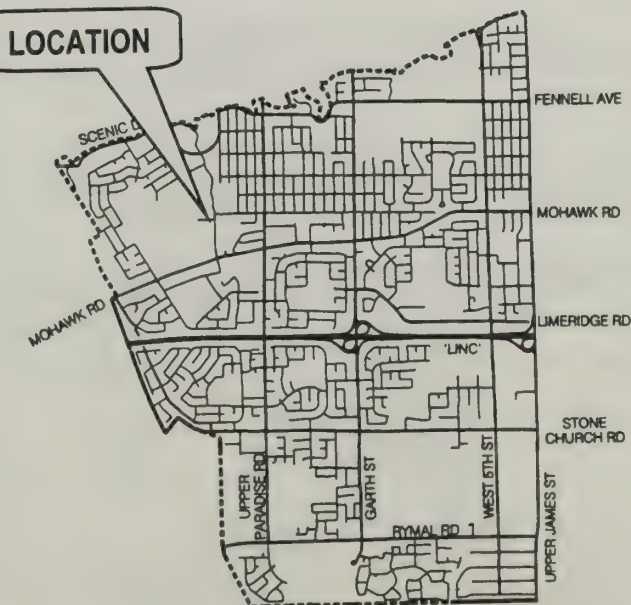
<u>Incorporating into Street Name</u>	<u>Land Description Being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for Being Incorporated</u>	<u>File No.</u>
Southridge Drive	Parts 8 and 11 on Plan 62R-15300	N/A	To complete final street widths	S-601-02
Crerar Drive	Block 45 on Plan 62M-495 and Parts 1, 2, 3 and 4 on Plan 62R-15211	N/A	To complete final street widths	S-601-02
Lynnette Drive	Block 20 on Plan 62M-719 and Parts 2 and 4 on Plan 62R-15560	N/A	To provide access to Lynnette Gardens, The First Phase	S-601-02
Massena Drive	Block 67 on Plan 62M-663	N/A	To complete final street widths	S-601-02
Matthew Street	Part 7 on Plan 62R-14441	N/A	To complete final street widths	S-601-02

GM/ho (Ext. 2439)

Attached – By-Laws & Key Maps



KEY MAP



HAMILTON
WARD 8



LOCATION PLAN

SOUTHRIDGE DRIVE
(Parts 8 and 11 on Plan 62R-15300)

CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
TRANSPORTATION, OPERATIONS & ENVIRONMENT

LEGEND

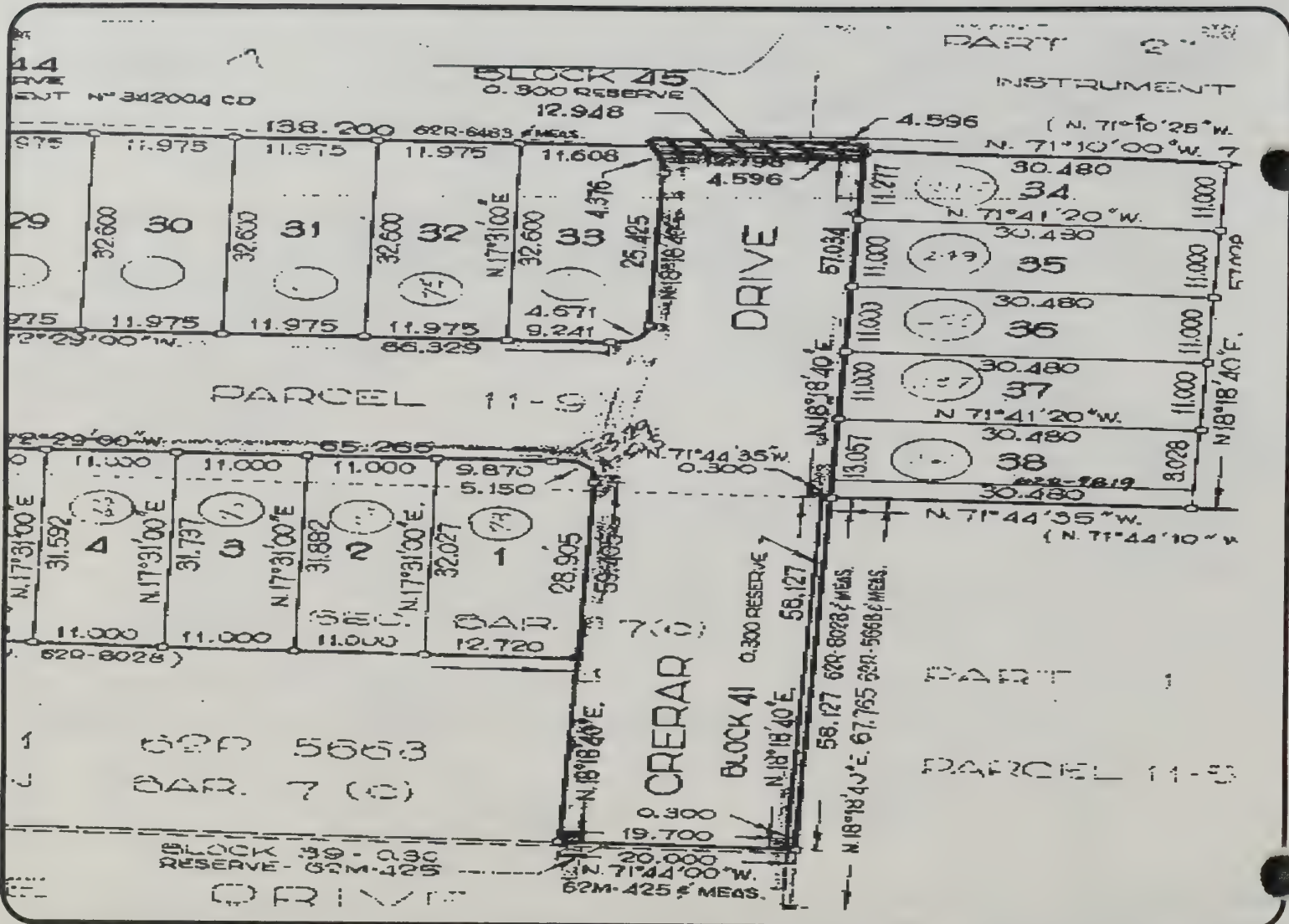


SUBJECT LAND

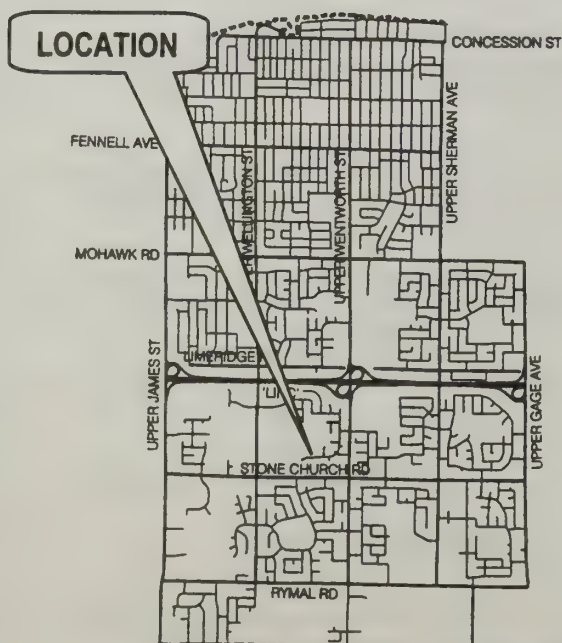
SCALE
NOT TO SCALE

DATE
2000-10-13

REFERENCE FILE NO: **S-601-02**



KEY MAP



HAMILTON
WARD 7

LOCATION PLAN

CRERAR DRIVE
(FIRSTLY - Block 45 on Plan 62M-495)

CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
TRANSPORTATION, OPERATIONS & ENVIRONMENT

LEGEND



SUBJECT LAND

SCALE
NOT TO SCALE

DATE
2000-10-13

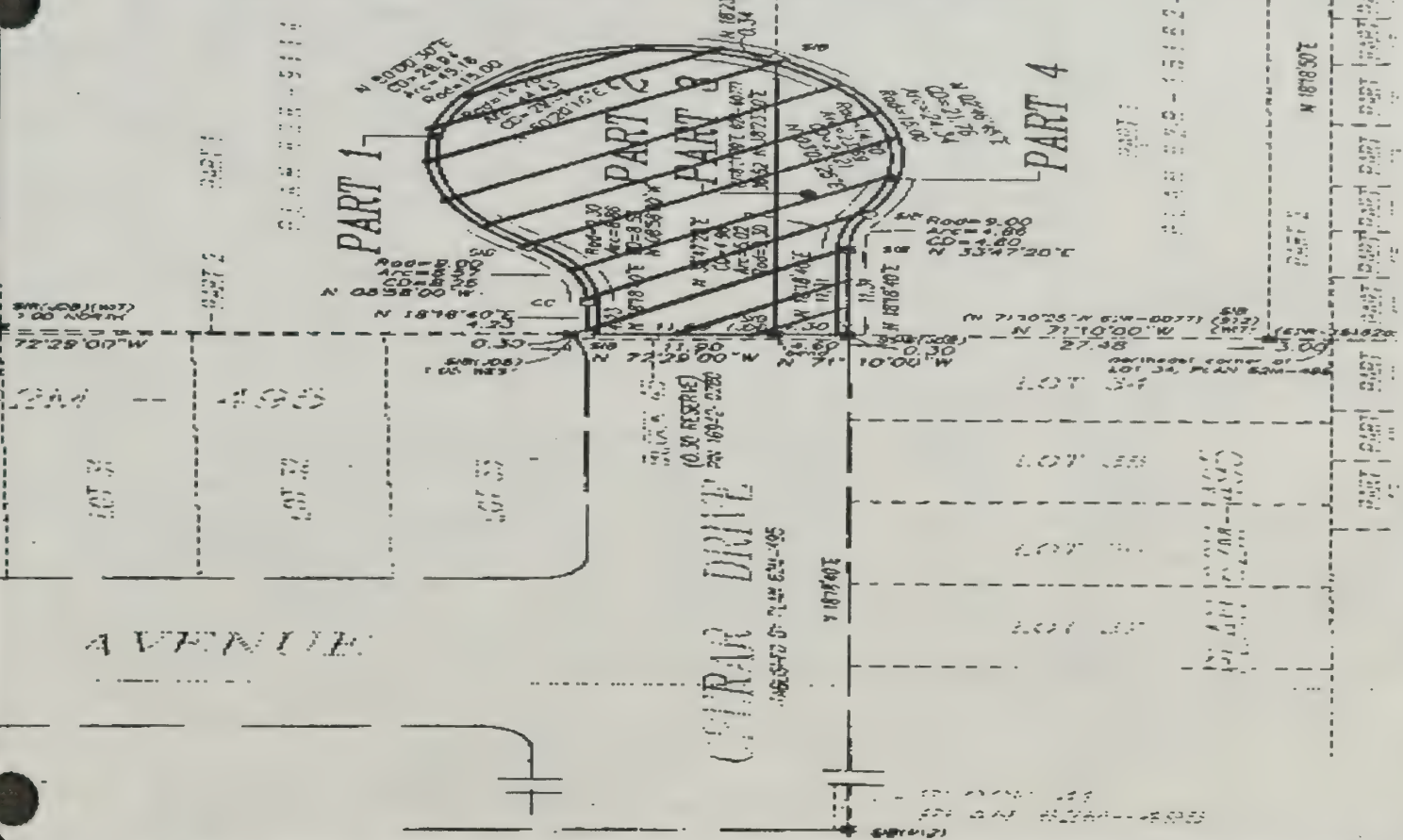
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CONCESSION 7

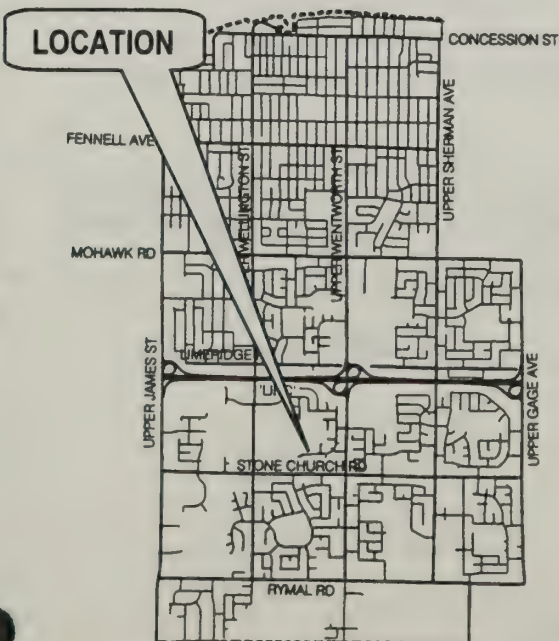
PIN 10942-0426

PIN 10942-0423
SUBJECT TO EASEMENT AS IN LT #89885

Geographic Township of Barton



KEY MAP



HAMILTON
WARD 7

LOCATION PLAN

CRERAR DRIVE
(SECONDLY - Parts 1, 2, 3 & 4 on
Plan 62R-15211)

CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
TRANSPORTATION, OPERATIONS & ENVIRONMENT

LEGEND



SUBJECT LAND

SCALE
NOT TO SCALE

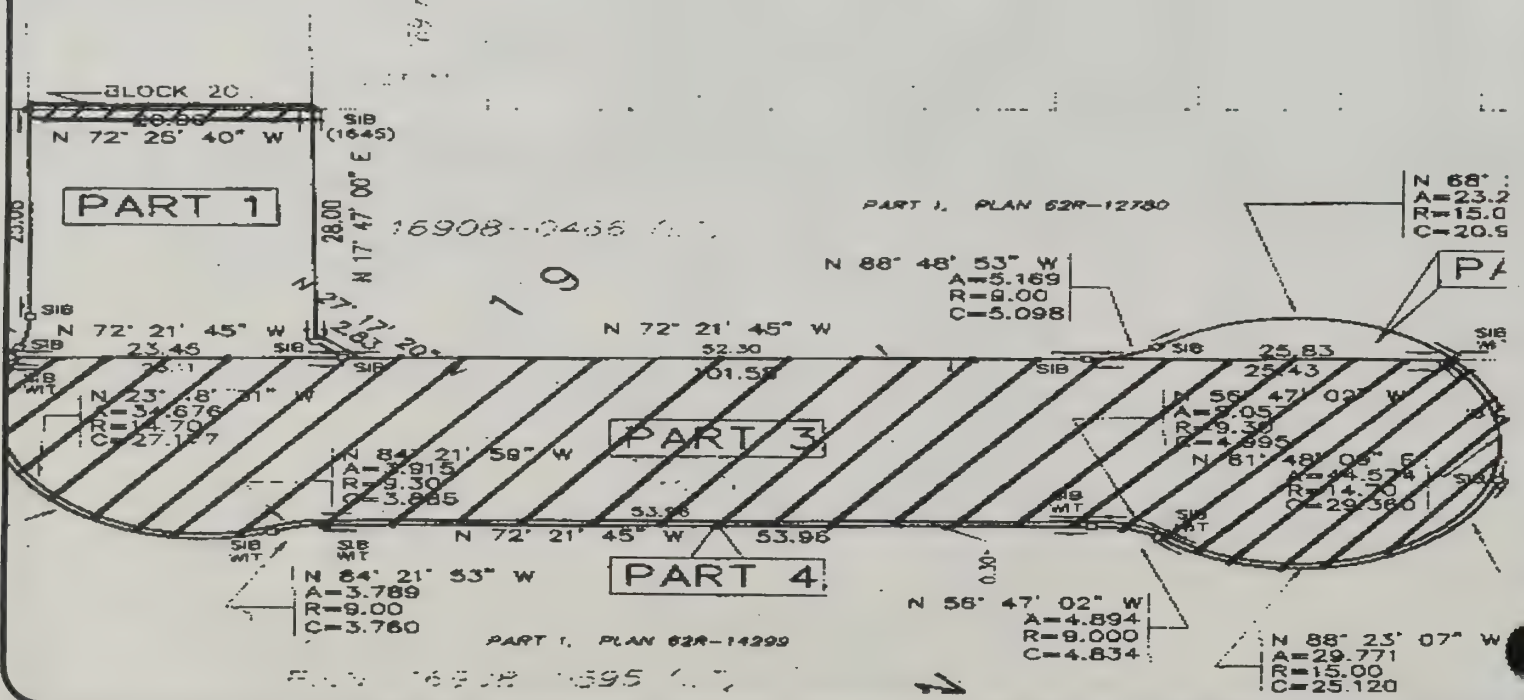
DATE
2000-10-13

REFERENCE FILE NO: S-601-02

LYNNETTE DRIVE

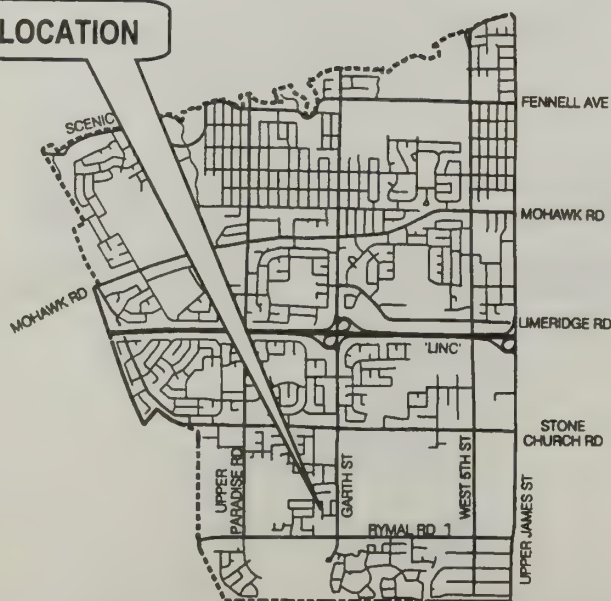
PLAN NO.

GISELF DRIVE



KEY MAP

LOCATION



HAMILTON
WARD 8



LOCATION PLAN

LYNNETTE DRIVE
 (Block 20 on Plan 62M-719 and
 Parts 2 and 4 on Plan 62R-15560)

CITY OF HAMILTON
 REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
 TRANSPORTATION, OPERATIONS & ENVIRONMENT

LEGEND

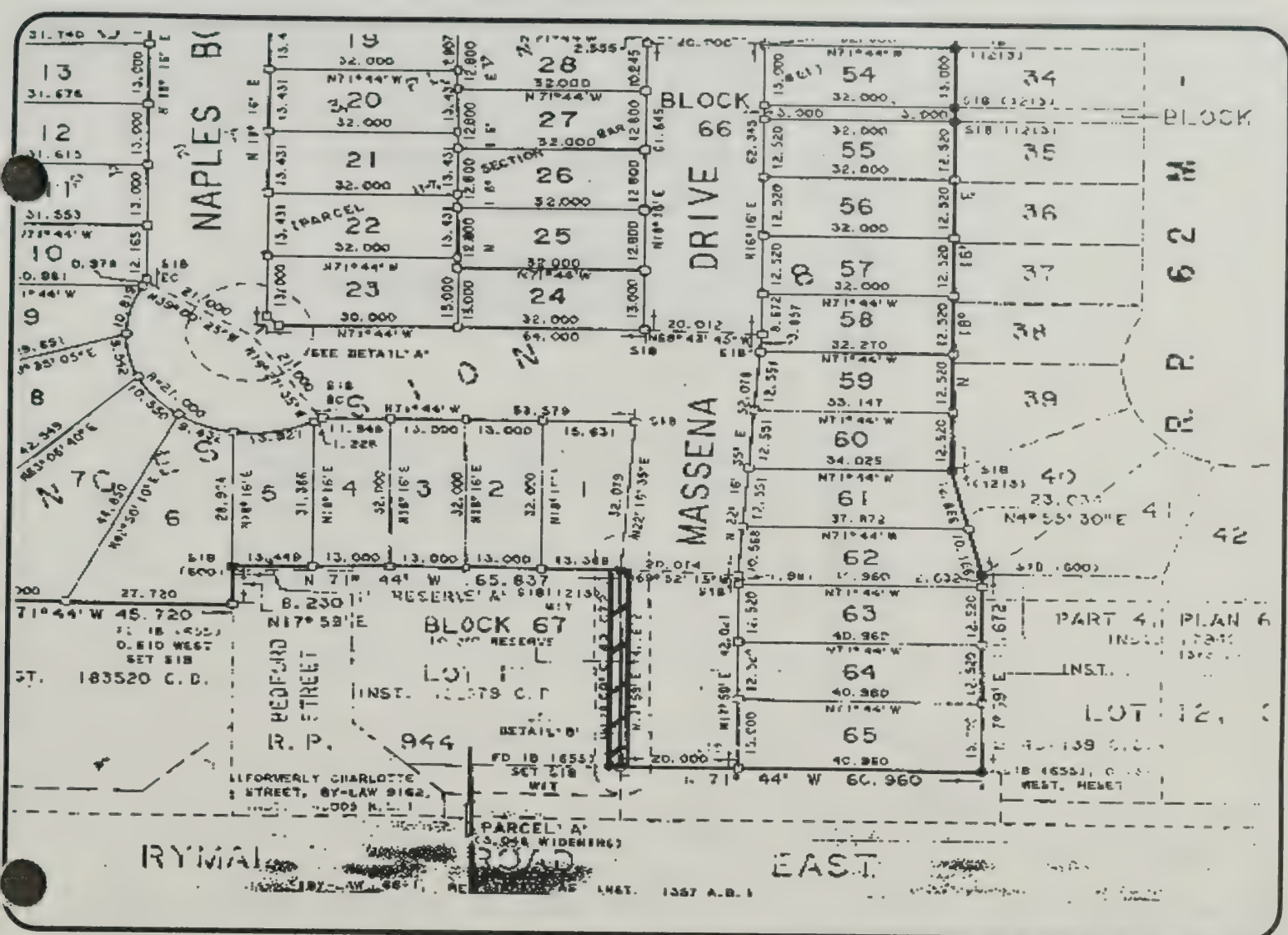


SUBJECT LAND

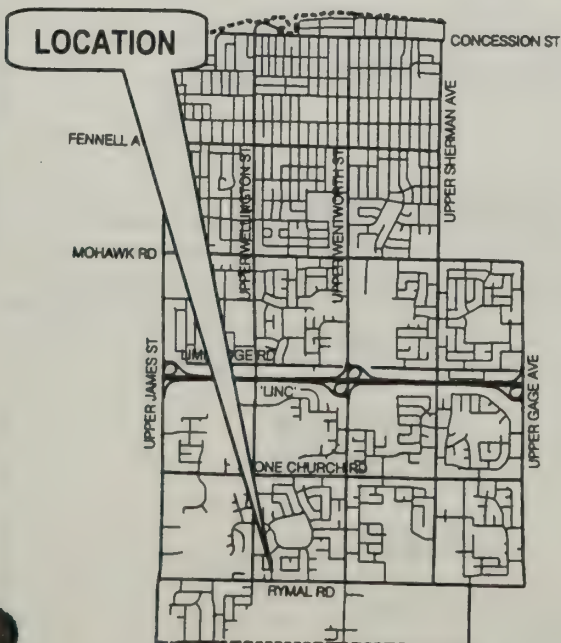
SCALE
 NOT TO SCALE

DATE
 2000-10-13

REFERENCE FILE NO: S-601-02



KEY MAP



**HAMILTON
WARD 7**

LOCATION PLAN

**MASSENA DRIVE
(Block 67 on Plan 62M-663)**

**CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
TRANSPORTATION, OPERATIONS & ENVIRONMENT**

LEGEND



SUBJECT LAND

**SCALE
NOT TO SCALE**

**DATE
2000-10-13**

REFERENCE FILE NO: S-601-02

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 00-

**TO INCORPORATE CITY LAND
DESIGNATED AS PARTS 8 AND 11 ON PLAN 62R-15300
INTO SOUTHRIDGE DRIVE**

WHEREAS the Council of the Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of the Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Southridge Drive within its limits;

AND WHEREAS the said land is owned by the Corporation of the City of Hamilton.

NOW THEREFORE the Council of the Corporation of the City of Hamilton enacts as follows:

1. That the following land is hereby established and laid out as a public highway to form part of Southridge Drive.

Part of Lots 56 and 57, Concession 2, in the geographic Township of Barton, designated as Parts 8 and 11 on Plan 62R-15300,

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. That the General Manager of Transportation, Operations & Environment or his duly authorized agent is hereby authorized to open the said land as a public highway.
3. That this by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of October A.D. 2000

Municipal Clerk

Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 00-

TO INCORPORATE CITY LAND
DESIGNATED AS BLOCK 45 ON PLAN 62M-495 and
DESIGNATED AS PARTS 1, 2, 3, AND 4 ON PLAN 62R-15211
INTO CRERAR DRIVE

WHEREAS the Council of the Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of the Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Crerar Drive within its limits;

AND WHEREAS the said land is owned by the Corporation of the City of Hamilton.

NOW THEREFORE the Council of the Corporation of the City of Hamilton enacts as follows:

2. That the following land is hereby established and laid out as a public highway to form part of Crerar Drive.

Firstly:

Parcel Reserve-1, Section 62M-495, designated as Block 45 on Plan 62M-495,

Secondly:

Part of Lot 11, Concession 7, in the geographic Township of Barton, designated as Parts 1, 2, 3 and 4 on Plan 62R-15211,

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. That the General Manager of Transportation, Operations & Environment or his duly authorized agent is hereby authorized to open the said land as a public highway.
3. That this by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of October A.D. 2000

Municipal Clerk

Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 00-

TO INCORPORATE CITY LAND
DESIGNATED AS BLOCK 20 ON PLAN 62M-719 and
DESIGNATED AS PARTS 3 AND 4 ON PLAN 62R-15560
INTO LYNNETTE DRIVE

WHEREAS the Council of the Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of the Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Lynnette Drive within its limits;

AND WHEREAS the said land is owned by the Corporation of the City of Hamilton.

NOW THEREFORE the Council of the Corporation of the City of Hamilton enacts as follows:

3. That the following land is hereby established and laid out as a public highway to form part of Lynnette Drive.

Firstly:

Parcel Reserve-1, Section 62M-719, designated as Block 20 on Plan 62M-719,

Secondly:

Part of Lot 19, Concession 8, in the geographic Township of Barton, designated as Parts 3 and 4 on Plan 62R-15560,

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. That the General Manager of Transportation, Operations & Environment or his duly authorized agent is hereby authorized to open the said land as a public highway.
3. That this by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this

day of

October

A.D.

2000

Municipal Clerk

Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 00-

**TO INCORPORATE CITY LAND
DESIGNATED AS BLOCK 45 ON PLAN 62M-495
INTO CRERAR DRIVE**

WHEREAS the Council of the Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of the Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Crerar Drive within its limits;

AND WHEREAS the said land is owned by the Corporation of the City of Hamilton.

NOW THEREFORE the Council of the Corporation of the City of Hamilton enacts as follows:

4. That the following land is hereby established and laid out as a public highway to form part of Crerar Drive.

Parcel Reserve-1, Section 62M-495, designated as Block 45 on Plan 62M-495,

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. That the General Manager of Transportation, Operations & Environment or his duly authorized agent is hereby authorized to open the said land as a public highway.
3. That this by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of October A.D. 2000

Municipal Clerk

Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 00-

**TO INCORPORATE CITY LAND
DESIGNATED AS BLOCK 45 ON PLAN 62M-495
INTO CRERAR DRIVE**

WHEREAS the Council of the Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of the Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Crerar Drive within its limits;

AND WHEREAS the said land is owned by the Corporation of the City of Hamilton.

NOW THEREFORE the Council of the Corporation of the City of Hamilton enacts as follows:

5. That the following land is hereby established and laid out as a public highway to form part of Crerar Drive.

Parcel Reserve-1, Section 62M-495, designated as Block 45 on Plan 62M-495,

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. That the General Manager of Transportation, Operations & Environment or his duly authorized agent is hereby authorized to open the said land as a public highway.
3. That this by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of October A.D. 2000

Municipal Clerk

Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 00-

TO INCORPORATE CITY LAND
DESIGNATED AS PART 7 ON PLAN 62R-14441
INTO MATTHEW STREET

WHEREAS the Council of the Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of the Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Matthew Street within its limits;

AND WHEREAS the said land is owned by the Corporation of the City of Hamilton.

NOW THEREFORE the Council of the Corporation of the City of Hamilton enacts as follows:

6. That the following land is hereby established and laid out as a public highway to form part of Matthew Street.

Part of Lot 18, Concession 7, in the geographic Township of Barton, designated as Part 7 on Plan 62R-14441,

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. That the General Manager of Transportation, Operations & Environment or his duly authorized agent is hereby authorized to open the said land as a public highway.
3. That this by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of October A.D. 2000

Municipal Clerk

Mayor

CITY OF HAMILTON

- RECOMMENDATION -

DATE: October 10, 2000
Author: H. N. Groen File: T103-09A(23)

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: L. Gohier, P. Eng.
Acting General Manager
Transportation, Operations, and Environment

SUBJECT: Centennial Parkway and Arrowsmith Road
Cascade Street Cul-de-sac, Home Depot Development
City of Hamilton
(TOE00017)

RECOMMENDATION:

- a) That The Home Depot Canada be reimbursed in the amount of \$44,265.09 for construction of the roadway improvements on Cascade Street, Arrowsmith Road, and Centennial Parkway completed in 1997 and 1998;
- b) That this reimbursement to The Home Depot Canada be financed from COHAM Dept. ID 100045 Reserve for Services Through Unsubdivided Lands;
- c) That The Home Depot Canada be advised of these actions.



L. Gohier, P. Eng.
Acting General Manager
Transportation, Operations, and Environment

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

That in accordance with the Guidelines issued, this Report does not require Transition Board approval.

The original City of Hamilton Council resolution approved a cost sharing formula between the City and The Home Depot. This was based on preliminary construction plans and did not include utility relocation and land costs. The actual roadway construction costs proportioned to the City of Hamilton at the 41% ratio have increased from \$155,800.00 to \$200,065.09. As the previous amount of \$155,800.00 has been

paid to the Home Depot from the Reserve for Services Through Unsubdivided Lands, the additional monies should also be paid from the same account.

BACKGROUND:

On August 26, 1997, City of Hamilton Council approved a cost sharing formula for roadway construction to be completed by The Home Depot at the intersection of Arrowsmith Road and Centennial Parkway, on Arrowsmith Road, Centennial Parkway, north of Arrowsmith Road and the construction of a cul-de-sac on Cascade Street. These roadway improvements were required partially due to the construction of The Home Depot and partially in order for the City of Hamilton to construct the required left turn lanes on Centennial Parkway and Arrowsmith Road and the cul-de-sac on Cascade Street. This construction was required to ensure that the demand actuated traffic signals installed at this intersection could operate in the most efficient manner with respect to left turn lanes, et cetera.

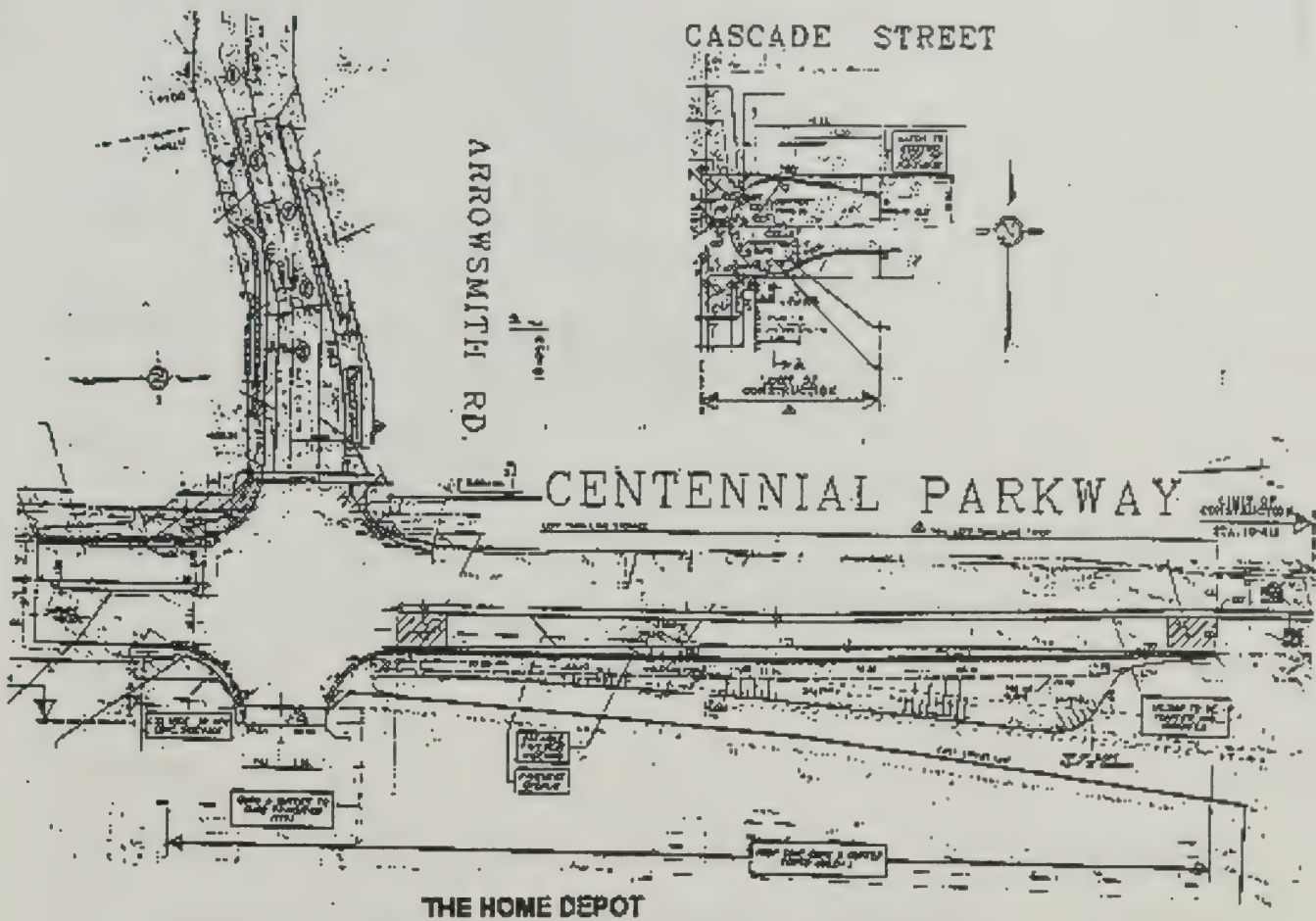
At the time, the cost sharing arrangement was approved in 1997. The preliminary construction cost estimate was \$380,000. The cost sharing, based on the works to be completed, was 59% for The Home Depot and 41% for the City of Hamilton. The cost estimate excluded utility relocation and land acquisition expenses, as they were unknown at that time.

On June 26, 1998, BA Consulting Group on behalf of The Home Depot advised staff that the total construction costs for the road works had increased from \$380,000.00 to \$487,963.63. This included some of the utility relocation required to do the work but does not include approximately \$140,000 paid by The Home Depot directly for the Hydro and Union Gas utility relocations.

The Home Depot Canada is asking the City of Hamilton to pay their 41% share of the actual roadway cost. This amount is \$44,265.09. Staff have reviewed the actual construction tender amounts and invoices submitted by The Home Depot and they appear to be acceptable. As the original costs approved by Council were based on preliminary estimates and did not include utility relocation, it is reasonable to expect that The Home Depot be reimbursed for their actual construction costs.

/hng (Ext. 4278)

Att'd. -- Key Map



KEY MAP

LOCATION



LOCATION PLAN

**Centennial Parkway
Arrowsmith Road & Cascade Street
City of Hamilton**

CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
TRANSPORTATION, OPERATIONS & ENVIRONMENT

LEGEND

AREA OF PREVIOUS CONSTRUCTION

SCALE
NOT TO SCALE

DATE
2000-10-13

REFERENCE FILE NO: TOE00017 [T103-09A (23)]

- INFORMATION -

DATE: October 16, 2000
File No. TEC-071-00 / Author: T. Arnold

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Marty Hazell
Acting Commissioner of Public Works and Traffic

SUBJECT: Costs of Allowing Free Parking in Business Improvement Areas
(B.I.A.'s) for the Months of November and December 2000
(PWT00185)

**BACKGROUND:**

At the October 10, 2000 City Council meeting the following motion was approved:

- "(a) That free on-street parking in the downtown core (500 metered parking spaces in the area bounded by Bay, York/Wilson, Wellington and Jackson) be offered for the months of November and December, 2000 and that the Finance and Administration Committee be requested to recommend a method of financing the lost revenues (approximately \$45,000); and,
- (b) That free on-street parking in the downtown core be limited to 2 hours from 8:00 am to 6:00 p.m., Monday to Saturday; and,
- (c) That the City Traffic By-law No. 89-72 be amended accordingly; and,
- (d) That the Regional Council be requested to amend the Regional Traffic By-law R89-038; and,
- (e) That staff report back, after consultation with various stakeholders such as the International Village and Downtown B.I.A.'s with the results of the experiment".

In addition, staff was directed to prepare a report on the financial implications of also providing free on-street parking in all Business Improvement Areas (B.I.A.'s) for the months of November and December 2000.

As noted previously, in addition to there being no funds budgeted for this type of program, staff has concerns about the concept of "free" parking programs. The former Hamilton Parking Authority and the City Council experimented with free parking in the downtown during the months of December 1996 and December 1998, but both experiments were not well received and several operational problems were experienced. The 1998 experiment was during an HSR bus strike, so it is not possible to verify whether or not this had any effect on drawing more people to the downtown.

There is no such thing as "free" parking and if the parking is not paid for by the user (parker) it must be subsidized from the general levy and paid for by all taxpayers regardless of whether or not they use the facilities. However, this is a policy decision that must be dealt with by the City Council.

The General Manager of Finance has prepared a report for the next Finance and Administration Committee recommending that the funding for free parking Downtown for November and December 2000 be paid for from any surpluses in the Public Works and Traffic Department budget.

Staff has reviewed revenues from last year in the other B.I.A. areas and has identified that allowing free on-street parking in these areas for November and December 2000 would result in lost parking fee and fine revenues in the order of \$57,500, as follows:

1. Westdale – 116 parking meters - \$17,000
2. Ottawa St. – 99 parking meters - \$14,000
3. Concession St. – 100 parking meters - \$12,000
4. Barton Village – 117 parking meters - \$7,500
5. King West – 15 parking meters - \$2,000
6. Main St. West – 43 parking meters - \$5,000

In addition to the lost revenues, staff is concerned with operational problems that will occur due to the short time frame in implementing such a program. It would be very difficult to implement "free parking" programs in these areas for both November and December of this year. Each B.I.A. has unique characteristics which would affect the type of "free parking" allowed. Consultation must occur with each group to determine such things as duration of the time limit, hours of operation etc. It is unlikely that each group will concur with a universal "free parking" program.

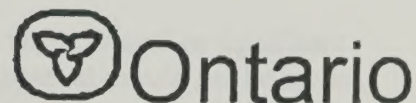
The supplier of the bags, used for covering the parking meters has advised that there is a minimum two-week delivery period for these bags. This deadline cannot be met should approval be given to allowing free parking in other B.I.A.'s.

TA/kag

8.7(b)

Ministry of the Environment
Environmental Assessment and
Approvals Branch
2 St. Clair Avenue West
Floor 12A
Toronto ON M4V 1L5
Fax: (416) 314-8452
Telephone: (416) 314-8438

Ministère de l'Environnement
Direction des évaluations
environnementales et des autorisations
2, avenue St. Clair ouest
étage 12A
Toronto ON M4V 1L5
Télécopieur: (416) 314-8452
Téléphone: (416) 314-8438



October 12, 2000

Mr. Kevin Christenson
Acting Municipal Clerk
City of Hamilton and Region of Hamilton-Wentworth
City Hall, 71 Main Street West
Hamilton, Ontario
L8P 4Y5

Dear Sir:

**Re: Application for Approval of Waste Disposal Site (Processing)
located at 675 Strathearn Avenue
City of Hamilton, Regional Municipality Of Hamilton-Wentworth
MOE Reference Number 3555-4JRRMB**

Post-it™ Fax Note	7671E	Date	10/12	# of pages	2
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OCT 12 2000

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REPORT TO
REPORT BY CB
ACTION COPY TO
C. COVEYDUCK

Thank you for your letter dated October 3, 2000 regarding the above noted application for a Provisional Certificate of Approval.

At this time, the Ministry of the Environment (MOE) is unclear as to why the City of Hamilton and Region of Hamilton-Wentworth are objecting to the approval of this Waste Disposal Site. The MOE has a copy of the report given to the Chairman and Members, Transport and Environment Committee, from Lee Ann Coveyduck, General Manager, Community Planning and Development, dated 2000 July 24. As you are aware, this report states that "The West Central Branch of the MOE be advised that the City of Hamilton *does not object* to the Application for Approval of a Provisional Certificate of Approval for a Waste Disposal Site (Processing) (MOE File 3555-4JRRMB) at No. 675 Strathearn Avenue." This report also confirms that the Fire Department *does not object* and that the site is zoned as "Heavy Industry, etc.". No further explanation has been provided.

The MOE has not received any comments from the posting on the Environmental Bill of Rights Registry and has not received any concerns or complaints from the adjacent landowners.



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